

**QUENTIN WILLSON**

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Braving a **Turner-Ardun V8**



**Ferrari 456** dream on trial

# Classic Cars

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**PLUS** Cows, cash and motors - confessions of a car dealer



Car designer's **Lotus 7** saved from 30-year slumber

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Show car to mobile rehearsal studio - a **Lynx Eventer**'s rock 'n' roll life

ISSUE 589

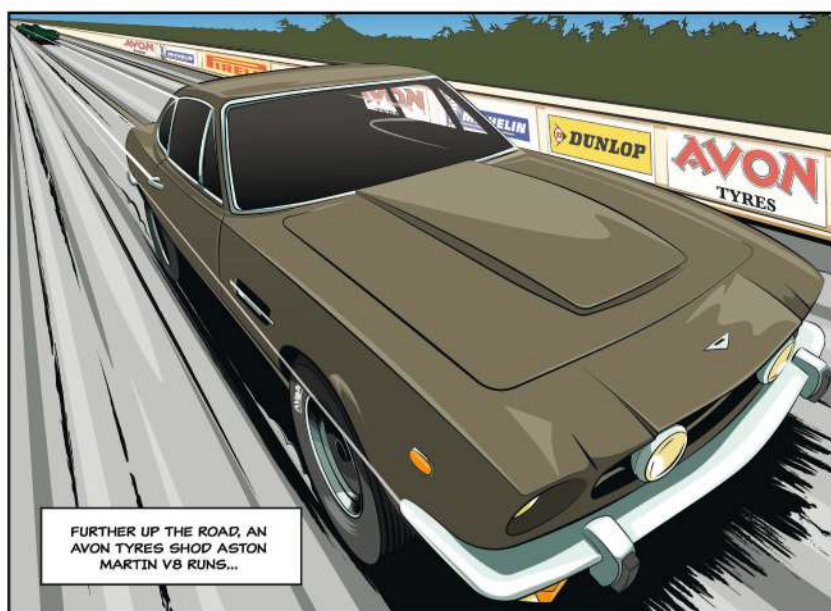
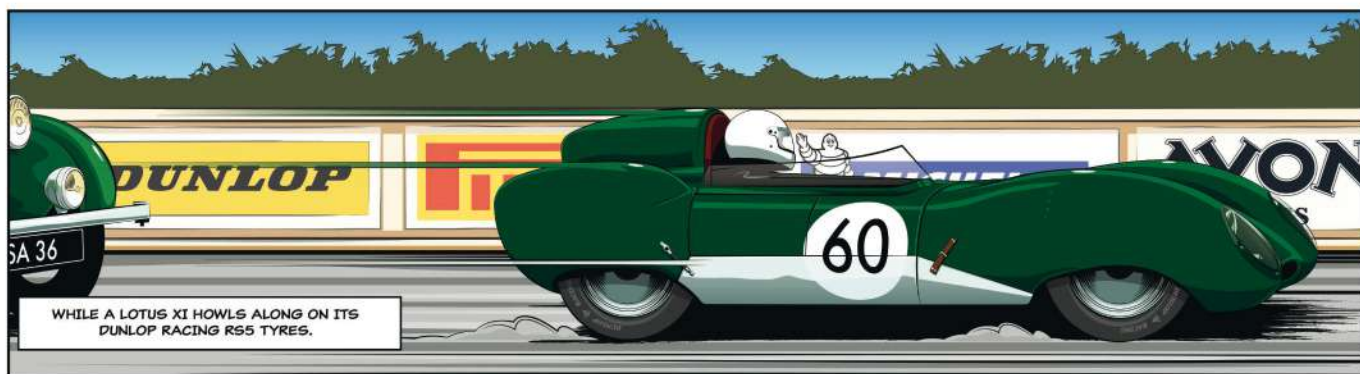
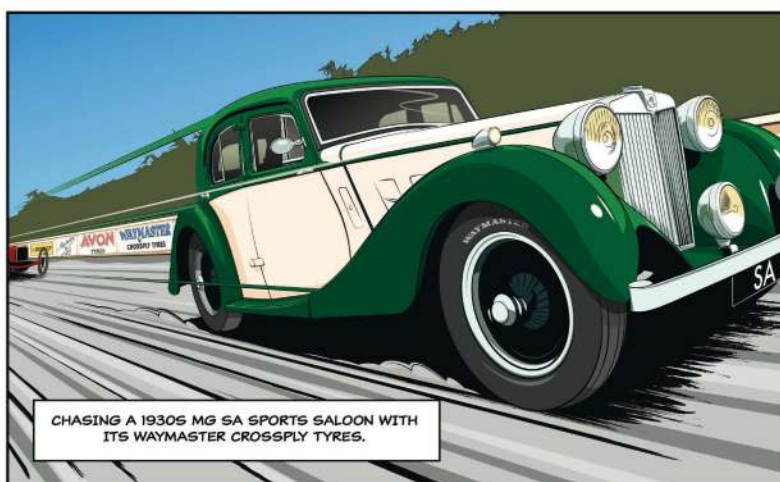
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# Welcome

August 2022 Issue 589

We love to deride it as the corruption of art, but it's compromise that gives cars their distinctive character



**D**esigning cars with singularity of purpose for enthusiasts to desire is relatively easy, according to the designers themselves, because there are fewer compromises to take care of. Creating something that has to meet all of the demands of the family and business user, while somehow being a source of joy as well, now that's tricky. The five saloons we've chosen for this month's big test sum up six decades of thinking on how to achieve the seemingly impossible.

From the MG Midget to the Lexus IS300, these cars will Hoover up family, friends, luggage or whatever else you need to move from A to B, and deliver them as unruffled – or ruffled – as your right foot and the curves in the road choose to make them. And they'll do so

without you questioning the wisdom in parting with the sums involved, certainly compared with many of the alternatives.

Colin Chapman had a rather narrower range of compromises to meet when he designed the Lotus 7; the result was a car that few since have been able to match for the sensation of race car purity on the road. The subject of this month's epic restoration feature was bought when just six months old by car designer Ron Saunders while he was at Ogle. With its unique history, this car represented a fine balancing act for restorer Speedsport, weighing up an engineer's drive to make it technically perfect – or maybe better, you know what they're like – with respect for its past. It makes a fascinating story.

Our Jaguar E-type feature car is one of the first 54 dealer demonstrators that

posed for a photo outside the Browns Lane factory on 14 July 1961. It represents a different set of compromises born of company boss Sir William Lyons' alchemic ability to create glamorous and capable cars on an unfeasibly small budget. Beneath the E-type's seductive looks and Ferrari-humbling performance hid a long list of shortcomings that its engineers scrambled to sort out during the early months and years of production. Of course, now those flaws are highly prized as marks of the species origin.

Enjoy the issue.

Phil Bell, group editor



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'As owner priorities change, fun behind the wheel doesn't have to as well'



Revealing the life of the Jaguar Tina Turner used to rehearse in **P80**



**P88** Did this elusive V8-powered Turner inspire the AC/Shelby Cobra?



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Sporty performance, balanced chassis, and four seats – too tall an order? **P42**

'£25k Darts seem like a bargain to me, and I should know!'

**Quentin Willson**  
**p14**



Driving Coventry's first Jaguar E-type dealer demonstrator, one with a story **P62**







A man with short brown hair and a beard is driving a car, seen from the side. He is wearing a dark jacket and a watch. His hands are on a black steering wheel with a yellow Ferrari logo in the center. The car's interior is light-colored. Through the window, a blurred green landscape with trees is visible. The rearview mirror shows a reflection of the road behind.

**The List**

*Your dream drive made real*

# 'It's nothing like the wafty barge I'd expected'

Chronic car-swapper Kev Ponsford is always looking for the next best thing. Will a day driving his dream **Ferrari 456GT** convince him it's time to settle down?

Words EMMA WOODCOCK Photos LAURENS PARSONS



T

he 1997 Ferrari 456GT is parked in a quiet corner but *Classic Cars* reader Kev Ponsford won't be deterred. He cuts past the 360 Modena, weaves around the 308GTB and doesn't even glance at the Dino 246GT as he strides towards his dream grand tourer. 'Now this is a car that epitomises the classic Ferrari,' he announces. 'It's an analogue car that arrived just before the digital age – a full-blooded V12

and one of the very last models with pop-up headlights. I just wish it wasn't tucked away.' He needn't worry. The Nineties super-GT will be nosing out of the Rardley Motors car park in just a few minutes. And Kev will be in the driving seat.

Today he'll discover how his Maranello model of choice matches up to real world driving. The Ferrari's cream hide upholstery makes a stunning first impression. 'So often I'll see a beautiful car and head over for a closer look only to discover that the cabin is a complete let down. An interior has to be somewhere that I want to spend time. The 456 passes that test with ease. Every surface in here is a work of art and so different from a modern Ferrari, with not a single steering wheel switch or over-complex gimmick to be seen.'

Only the 456's four-pronged steering wheel draws exasperation. 'First-generation airbags look hideous wherever they're fitted. It doesn't matter whether I'm looking at a Bentley, a Porsche or this Ferrari – they all got stuck with these huge, shapeless devices that could have come out of a Vauxhall! Early 456s boast a beautiful, slim three spoke and the later 456M received a different airbag wheel. It's just unfortunate that this example has the ugliest design of the lot.' It doesn't distract him for long. 'I'd still say this is one of the most stylish interiors that Ferrari has ever produced. I wouldn't buy one for the cabin alone but it certainly goes a long way.'

'The 456 was a businessman's car in its day,' Mike Wheeler explains. Head of sales at Rardley Motors, his four decades of Ferrari retail experience is evident. 'At least one was chauffeur-driven and several were their owner's main or only car. Many still cover substantial distances so this car stands out for its two owners and 38,000 miles.' He's offering the 1997 car for £64,990. 'We sell more 456s than anyone else in Europe. They're the thinking man's Ferrari; many of our buyers have never owned anything else by the marque before. A lot of Bentley owners come to the 456 for its rarity and genuine family-car capability.'



456's cabin is a masterclass in elegant simplicity



#### KEV PONSFORD'S DREAM DRIVE LIST

##### **Citroën SM**

'Such brilliantly strange cars! I'd love to take one on

a road trip through rural France'

##### **Lamborghini Miura**

'Just look at it! An absolute Lamborghini – the looks say more than I ever could'

##### **Lancia Delta Integrale Evo II**

'The ultimate rally car for the road. And it has to be yellow'

##### **Aston Martin DB5**

'James Bond, what else?'

##### **Alfa Romeo SZ**

'For unapologetically quirky styling, there's really nothing else quite like it. A car that I suspect no-one else would choose'

##### **Ferrari 456**

'One of the best-looking Ferraris ever made and so much more beautiful than the cars that replaced it'

##### **BMW M3 E46 CSL**

'I love BMW M cars and for me the CSL is the holy grail'

##### **BMW M5 3.8 E34**

'Even against its V8 and V10 successors, the E34 is the ultimate M5. Classic BMW good looks and a powerful inline six'

##### **Lotus Esprit Turbo Essex**

'I just like everything about them'

##### **Jensen FF**

'I've loved these cars since I was little. It's all about the huge glass tailgate and the burbling exhaust'





Gimmick-free cabin impressed Kev – bulky airbag wheel rather less so



Will Kev grow to love the lauded open-gate gearbox on his drive?





Kev's first impressions are less friendly, the Ferrari intimidating with its dimensions and recalcitrant controls. Tricking uphill towards the road, he falls silent as he concentrates at the task in hand. 'I'm very conscious that the Ferrari is big, valuable and completely new to me. We can't have travelled more than a dozen metres and the clutch already stands out. The pedal feels as heavy and as agricultural as that in a Lotus Carlton. It's a hefty thing but then I suppose we should remember that it does have a 5.4-litre V12 to control.'

He swerves through a width restriction and dips the clutch again. The gear lever stalls in its open gate, completely uninterested in the next ratio. Kev grimaces; his fantasy could evaporate before he's finished his first upshift. 'What a pig. The brakes are blunt and the cabin rattles over every surface change, the steering wheel is off centre and all the switches I need are scattered across random surfaces. I'm not experiencing any Ferrari specialness and that's before I even consider the transmission, which is so baulky and notchy that it just seems like hard work. It doesn't like second gear at all.'

The 456's third gear slots home more easily, the engine settling to a smooth hum as we cast off the outer reaches of Hindhead. Trees replace houses at the side of the road and Kev leans gently on the accelerator. 'I won't exploit the performance until the car is fully warmed through but I'm already enjoying the V12 for its noise. Just listen to the exhaust rasp as we pass 3000rpm. The

Ferrari 348 I tried a few years back was louder, I'm sure of it, but the sounds the 456 makes are just glorious.

'It's taking me a few miles but I'm gradually getting used to the car,' Kev says. 'There are several quirks and idiosyncrasies and I still don't feel quite on top of everything, so a lot of my initial complaints might just have been a lack of familiarity. I'm still absorbed in the learning process but the chassis feels planted at these speeds and the steering has a fair bit of weight to it. The ride quality is no problem, either. I thought it would be soft and floaty, like a Mercedes-Benz SL, but it's no feather bed. I like that, even if it does rattle a bit.'

Confidence is starting to grow as Kev swings the Ferrari into a parking space for a brief pause. 'I thought the 456 would be larger but it really isn't huge in today's terms. The car feels no bigger than my modern Alfa Romeo Giulia, which makes it quite easy to manoeuvre so long as I account for the C-pillars. They're so long and thick that they create substantial blind spots.' Another issue arises as Kev noses the Ferrari back towards the road. 'The turning circle is like the Ark Royal! I'll need to forward-plan my manoeuvres around any tight junctions.

'I love everything else about the steering,' Kev continues as the Ferrari strides along the A287. 'There's a wonderful weighted feel coming back through the pleasingly thin rim. Now we're travelling at speed, I can really feel the road beneath us. I wouldn't say the 456 has a particularly sharp initial response -



'I love the steering; I can really feel the road beneath us'



Colossal V12 is key to the 456's soulful personality



Kev and Emma examine the source of the 456's 'sensational noise'

it's nothing like the 348 and I imagine the contemporary F355 is better still – but the steering really weights up as I get to the middle of each bend. It's really inspiring confidence.

'Familiarity is making all the difference. It's reminding me of when I bought my first E30 BMW M3. Both cars are hard work for the first 30 minutes until everything really warms through. Then, suddenly, it all clicks. I'm finally starting to enjoy myself.'

His enthusiasm guides us onto a nadgery back road. 'I've got the adjustable suspension set to its firmest mode. It's hard riding and crashes through the bumps but I can sense the composure beneath. It's a surprisingly good all-rounder – nothing like the wafty barge I was expecting.'

'Before I got behind the wheel, I worried that the 456 might be prone to oversteer but there's no threat of that. It feels completely planted and goes wherever I point it. The handling is remarkably good for a grand tourer, with no hint of understeer, either.' Only the tightest bends upset his flow. 'I can sense the body starting to roll, like the whole car wants to lean over. That's got to be the squidgy, high-profile tyres.'

The middle pedal sounds another note of caution. 'The brakes are quite

spongy and need a push to slow the car, which turns into real shove when I'm slowing from higher speeds. They need work to give their best. The system feels under-servoed compared to the modern cars I drive day-to-day. It's not a big problem – with so much grip and composure, I'm not hitting the pedal that often.'

Dropping back to a cruise as the road straightens, Kev casts another glance around the cabin. 'The style is still remarkable and I adore the quintet of central gauges. They're unique to the pre-facelift cars and my favourite part of the interior. I'm less taken with the temperamental electronics and the air-conditioning system, which only seems to offer hot or cold, on or off.' Minor niggles aside, he couldn't be more comfortable.

'The driving position is nothing like the Italian sports car stereotype I feared. There's plenty of scope for adjustment so I've been able to get the steering wheel down low and the chair right back, exactly where I like them. The seat design is clearly focused on luxury, which I don't mind, but the narrow base does lack thigh support. Ideally I'd want the cushion to come out another two or three inches to make long drives really comfortable. It's a car designed

### 1997 Ferrari 456GT

**Engine** 5474cc V12, dohc per bank, Bosch Motronic M5.2 engine management **Power and Torque** 442bhp @ 6250rpm; 398lb ft @ 4500rpm **Steering** Rack-and-pinion, electronic power assistance **Transmission** Six-speed manual, rear-wheel drive **Suspension** Front and rear: independent, double wishbones with coil springs, electronically adjustable dampers and anti-roll bar **Brakes** Servo-assisted vented discs all round, ABS **Performance** 0–60mph: 5.4sec. Top speed: 186mph **Weight** 1690kg (3726lb) **Fuel consumption** 15mpg **Cost new** £167,000 **Classic Cars guide price** £25,000–47,500





Will the 456 conquer Kev's lust for new experiences and keep its place in his top ten?

for that kind of use, after all. I can think of no better drive for the 456 than a blast down to lakes Garda and Como.'

Frensham Great Pond will have to do today. What it lacks in Italian glamour it makes up for with the long, well-surfaced straight that skims its shore. 'The cable-operated throttle has such a crisp, mechanical response and the pedal weight prevents it from being too sensitive. Combined with the relative lack of low-down torque, compared to my old turbocharged BMW M2, it means that I really have to plant my foot before I get a glimpse of the engine's potential.' By way of demonstration Kev pushes the accelerator to the floor.

'What a sensational noise, and it's constantly changing for the better. I'm trying to find an uncliché way to describe it but all the buzzwords are true. It's a cacophony, it's a crescendo. The engine is pushing me to keep revving, just like my much-missed E92 BMW M3 and the sound only gets better when I do. I expected something more muted but the exhaust is a deep baritone and the engine rasps like an E46 BMW M3 on steroids. The Ferrari makes total sense now. It's the high-reaching power delivery, the noise, the feeling of driving something special.'

One control shines brighter than all the others, earning special praise as we power back to Rardley Motors. In a complete reversal of fortune, Kev has fallen head-over-heels for the gearbox. 'It was a bind from cold but now there really is nothing like it. Get on top of the 456 and the whole experience makes sense. The feel of the lever moving through the open gate, the clicking noise it makes and the sight of that bare metal shifter all combine to create the ultimate manual transmission.'

Yet it isn't enough to keep a spot in his top ten. 'It's still a beautiful car and I've discovered a driving experience, but today's drive has given me all the 456 experience I need. I'm always looking to try something new - I change my own cars two or three times a year - so I'd swap its spot. Perhaps an F355 or 550 Maranello would take its place. It'd have to be another Nineties Ferrari. That really was the marque's golden era.'

#### [Want a Drive?]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to [classic.cars@bauermedia.co.uk](mailto:classic.cars@bauermedia.co.uk). Be prepared for the photoshoot glamour of an early start and a long drive to get there.

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#### KEV PONSFORD'S CAR CV

It's fair to say he's earned his BMW M stripes



#### 1989 BMW 635CSi MOTORSPORT

'I loved the looks but it's more of a cruiser than a sports car. And it rusted heavily.'



#### 1994 BMW E36 M3 3.0

'Daytona Violet - a beautiful colour. I'd like to revisit the E36 but prices have rocketed.'



#### 1989 BMW E30 M3 CECOTTO

'Such a focused drive but crucified you if you let the engine drop off the boil.'



#### 2002 BMW E46 M3

'Kept it for five years and loved it. It took time to bond but I've never owned a car longer.'



#### 2008 BMW E92 M3

'A truly amazing engine, but only if you could stomach the shocking fuel bills...'



#### 2016 BMW M2

'The best handling car I've ever owned but the interior wasn't anything special.'





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# Bullseye-ing up a bargain?

Recent brace of underwhelming results say Dart is heading for lower price targets

**D**arts appear to have softened from the mid-£30,000s for reasonable examples a couple of years ago to the mid-£20,000s now. Fully restored cars, done well and not overly modernised, can still pull around £35k and real stunners should still be good for nearly £45,000. But who knew that a very lovely two-owner warranted-38,000-mile car would only make £25,875?

At H&H's April sale, the 1961 B Spec was totally original including paintwork and was even still wearing its original peaked digit Ace number plates, reading 399 VTE. The history file included letters

between owners and correspondence with the Daimler factory going back to 1964. Dry stored since 1997 it was a remarkable, well maintained and carefully used survivor right down to its original factory-fitted carpet set. This car didn't sell at CCA's March sale with an estimate of £30k to £35k and the current vendor paid £28,125 back in 2020, so to cut his losses he took a small hit at £25,875. In the heady days of 2015, quite a few nice Darts changed hands for £50,000 with a couple setting records in the £70k to £80k region.



Also in April, Tennants in Yorkshire sold another nicely original '64 C Spec for £27,500. With three former keepers and 79,000 miles, this one wasn't quite so remarkably original but came with a long history. I looked it over and the paint, chrome and factory trim were all spot on, there were lots of proper period parts and it hadn't had the default rack and pinion steering conversion, which I don't think is ever much good. That such a pair of usable timewarp SPs fetched so little suggests a drift in values almost back to 2012 levels.

They might be an acquired taste stylistically, but £25k for a turn-key ready, traditional British V8 roadster with a rust-free GRP body feels like something of a bargain to me. I should know, over the years I've owned four of the things.

'That this pair fetched so little suggests a drift in Dart values almost back to 2012 levels'







## A back-door entry point to usable Mk2 ownership?

I know I've tipped Mk2s several times before but here's an interesting lesson in how prices have fared. At Brightwell's May sale an Indigo Blue with red leather Mk2 3.8 manual overdrive was sold for £22,400. Restored in the Eighties – as so many were – with a VSE engine rebuild, four-piston calipers, chrome wires, 27 years of MoTs, original book pack and bills for several thousand in maintenance work, it also came with the transferable number 5276 D (not that you would split the car from the number).

This was a resounding bargain. Over the years many tens of thousands will have been spent on this Mk2 in restoration and maintenance. The fact that it was the best spec with a great colour combo made this a solid buy.

But back in 2016 Brightwells sold 5276 D for £19,500. So, in six years

its value has flatlined. In 2021 Historics sold a very nice 66,000-mile, Carmen Red 3.8 o/d for £27,225, Silverstone a fine OEW '63 example for £24,188, Barons an older restoration Opalescent Maroon '61 for £18,750 and Brightwells a '64 silver auto with long history for £22,264. I'm seeing a price pattern here that suggests while the best examples can still make strong money, with a bit of patience and luck £25k could now buy a very proper, shiny, restored 3.8 Mk2 that could be immediately used. If you

consider that a full-on professional rebuild would now set you back the thick end of £100,000, these, Eighties-restored MK2s now represent some of the best buys in the old car market. Find a mint, matching-numbers, restored 3.8 with overdrive in a strong colour and you'll be buying yourself a large lump of good old-fashioned value.



MORE  
QUENTIN  
WILLSON  
P 39

## Prices for tidy Series Landies taking a tumble

Signs that private buyers may be staying at home might be evidenced by some recent low auction bids on Land Rover Series IIs, IIIs and later Defenders. Once an evergreen seller with some strong prices achieved, usable turnkey Landies look to have softened this month. At Manor Park Classics' May auction, a very tidy and 'on the button' 1982 SWB Series III with seven seats made a premium-inclusive £5865. And it was the petrol version with a recent parabolic spring conversion. In the same month, SWVA dispatched a decent '71 Series IIA LWB Safari, just out of 11-year ownership, with 88,000 miles and a long list of new cooling, brake and suspension parts fitted for £7000 plus premium. Solid, good-looking Safaris usually make £10k-plus.

H&H sold a 2001 90 TD5 Defender, looking sharp in white

with black wheels, lights upgrade and snorkel for only £6188. ACA sold a '78 Series III 88in diesel in white with upgraded bonnet, doors and interior for only £4320. There was a time when smart, solid examples performed better in the market.

What makes these achieved prices significant is that none of this quartet were battered, tired projects, but up-together, decent driving, straight specimens. I've always seen Seventies, Eighties and Nineties Landies as a bellwether of retail buyer enthusiasm at auction.

Most are bought to tinker with and improve, and buyers have always approved of their aura of rugged non-conformity. That those enthusiasts aren't bidding right now could suggest that the cost-of-living crisis and push back against the climbing price of fuel is influencing the market sooner than we expected.



## ASK QUENTIN

### Camargue plus Mercedes S124?

I own a 1981 Camargue I bought from an enthusiast who'd had it for 30 years. Now I need a practical car and am tempted by the Mercedes S124 estate but several of those advertised are Japanese imports. Are these worth considering? **David Siegal**

The Camargue sounds lovely and a wise buy for the future. W124 wagons have never been as desirable as the earlier W123s but they're attracting more interest as 123s get more expensive. Buyers prefer home-market delivered Mercs – but a Japanese import will usually be rust free and well-maintained because of stringent used car regulations in Japan. Look for the bigger petrol models with the seven-seat option, low mileage, solid history and a strong colour like Azurite Blue or black. The later facelift versions, badged as E, aren't quite so desirable as the earlier cars.

**Quentin Willson**

### Sell the Vantage for a 911?

I have small dilemma over what to possibly sell or exchange, or just keep! My 2004 Aston V12 Vanquish, with Aston Works Service manual conversion, is definitely staying. We also have a 2013 Aston V8 Vantage Sportshift 2 in Quantum Silver that we've owner from new. It's fabulous looking, but I just don't know whether to swap/sell it for an Eighties/ Nineties Porsche 911SC. I've always admired them but never bought one when they were quite cheap. The final car is a 1974 five-speed Citroën DS23 Pallas on carbs, black on black with factory Webasto roof. All are kept in an underground garage, and I'm running out of space! **Paul Barton**

You're right to keep the manual V12 Vanquish – that's very special. I'd sell the V8 Vantage and the DS because I think they've reached a peak and will only fall with the weakening market. Now would be a great time to buy a 911SC or a later 3.2 Carrera because their values have softened recently. You'll absolutely love a 911 and won't have any regrets. Just make sure it's a proper car with a long paper trail.

**Quentin Willson**

NOT SURE  
WHETHER NOW'S  
THE RIGHT TIME TO  
BUY, SELL OR HANG  
ONTO THAT CLASSIC?

Email [classic.cars@bauermedia.co.uk](mailto:classic.cars@bauermedia.co.uk) with 'Ask Quentin' in the subject line.

### Audi 100 Coupé S

I've been presented with the opportunity to buy a 1973 Audi Coupé S automatic with only 13k miles on the clock, kept in a heated garage all its life. It has recently had £3k spent to get it running, and still has its original tyres and paintwork. The spare is unused. Everything is original. I have seen it and it does look stunning in turquoise. The dash has warped a bit at the end on the passenger side. The top of the wings have been repaired and the underneath of the car is virtually rust free. Any idea what I should pay?

**Shabaz Mohammed**

This is a remarkable find. Seventies Audi Coupés were expert rusters, and didn't have galvanised panels like the later 100 saloons, so few survive today. By your description it'll need some work to get it into mint condition, starting with a monster service plus new tyres. The Market sold a nice '72 with 79k miles a while back for £12k, so I'd see yours in its current condition at £20k-£25k. Minted up you might see £35k. **Quentin Willson**



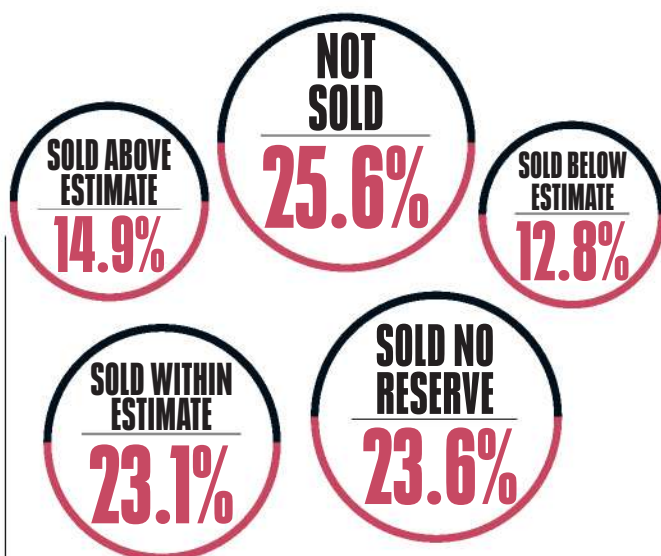


# Double-take 2+2

Historics Jag looks a boon for back seaters

**H**istoric Auctioneers packed 195 cars into its Ascot sale on 21 May and sold almost three quarters of them. In such an odd and fluctuating market it's probably unreasonable to expect anything more than that.

As Quentin has touched on recently, there are bargains to be picked up – but for every one of those, there's a big result that makes you double-take. A 1966 E-type 2+2 was an example of a car that had that effect at Historics. These extra-seaters always play third fiddle to the coupés and roadsters in value. Even for a really nice one like this UK-market car that was fresh from an expensive restoration, the estimate of £54-64k looked pretty fair. It was, after all, on its second colour change after having been first red, then dark blue. More than one person loved that Gunmetal Grey though, and it was bid all the way to £72,800.



Once again this year it took a large offering of no reserve lots to produce a respectable sale result. It's probably the new normal. What was interesting here was the good number of lots that beat their estimates.

E-type 2+2s are not so unloved after all...



**Market indicators** Kneejerk bids can lead to some neckjerking results; it seems uncertainty is breeding volatility



## ▲ 1983 Vauxhall Astra GTE £19,244

**Historics, Ascot, 21 May**

Here's another hot hatch that's going from strength to strength. A latecomer to the action, the Mk1 GTE was on sale for less than two years before being superseded, so is relatively rare, but was always a good match for the XR3i. Historics' car was a highly original one with just 20,782 miles, offered with no reserve after use by a TV and film vehicle supply company. This made a good price, but more wouldn't have surprised.



## ▼ 1954 Bristol 403 £61,500

**The Market, online, 24 May**

Sometimes the biggest discounts come from other people's expenditure. This could well be the best Bristol 403 in existence, thanks to a nut-and-bolt restoration carried out on an already trophy-winning car with great history between 2018 and 2020 – one that cost almost £163,000 (yes, on top of the existing value of the car). Yet the buyer only paid 'almost' top money for the car. That sounds like a very good result indeed.



## ▲ 1989 Ferrari Testarossa £121,800

**Bonhams, Monaco, 13 May**

This is one of those sales where the value of a car's star owner is measured. It was owned new (and signed) by F1 great Gerhard Berger; Ayrton Senna had also taken a ride in it at Monza in 1989. The car has full history and just 68,044km (42,263 miles). I would expect a regular Testarossa as good as this to make around £100k. So the F1 racer effect wasn't massive. Then again, Berger did sell the car to a friend after only six months.



Early Fiesta XR2s are new hot ticket for fast Fords

Even allowing for the unshakeable truism that fast Fords shall always rise in value, some models catch us out with their leaps in the market. The Fiesta XR2 Mk1 is one of those. Can you believe they now cost twice as much as their XR3 big brothers? Regarded as a warm rather than hot hatch when new, their appeal has changed and – partly because of their scarcity in good nick, but probably also their undoubted cuteness – the market loves them. Commentators

gasped when Historics sold a 72,600-mile 18 months ago for £16,753. Since then, those that have been offered have regularly sold in the teens. Now Historics has pushed to another level by selling the very original 60,754-mile XR2 pictured below for a stunning £20,720. That puts these early XR2s at the level where Escort RS Turbos play. Who would have dared predict that a few years ago? It will be interesting to see how much a really special low-mile fetches if one pops up now...



Merc's Sixties saloon stars shooting up in value

Mercedes-Benz's range of W108 saloons, built from 1965-72, are at last making their mark with enthusiasts. The range-topping S-Class forerunner has long been admired for its build quality but that never translated into serious prices outside Germany. Apart from the 'hot rod' 300SEL 6.3, values always failed to make it out of the teens, pegging them with the Rollers and Bentleys they sold against when new. But in the last couple of years the W108's values have leapt by up to 50%, with rises greater for the six-cylinder (250S-300SEL) models than the V8 versions like the 280SE 3.5. The best examples are now all in the £20-25k range. There are currently two low-

mileage 280SEs being offered for £30k apiece, one of them privately. They may get near to that too. Their high prices meant low sales in the Sixties, and survivors have had to negotiate the difficult 'big, expensive old car' years. Now their fan-base is growing.



Photo: Otis Blank



▲ 1933 Morris 10/4 £28,000  
Historics, Ascot, 21 May  
A rare appearance for one of these in CC, but then this was a stunning result – you can usually buy 10/4s for £6000-8000. But not like this. Several decades were spent painstakingly restoring the car after the seller bought it in 1976. It has covered just 7000 miles since and looked superb. Historics probably thought its £15-19k estimate was a bit bullish, but the market loves true quality.



▲ 1973 Ferrari Dino 246GTS £460,000  
RM Sotheby's, Monaco, 14 May  
Highlighted in our June issue's 'Headliners' slot, this sub-39,000-mile Dino was owned (but never used) for over a decade by French actress and model Laetitia Casta. We said not to be surprised if it beat our top book value of £330k for a 246GTS. However, it's unlikely anyone had the smallest inkling it was going to do it by this kind of margin. The vendor may well be laughing all the way to the cinema.

PRICE GUIDE MOVERS

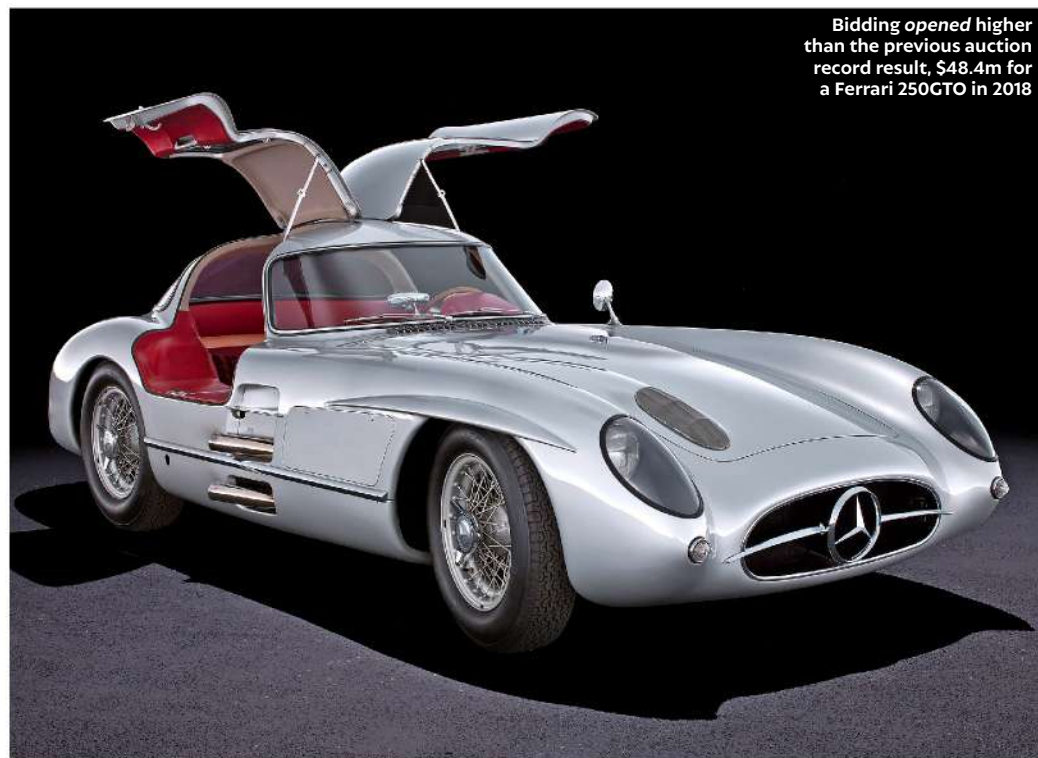
▲ On the up  
Values begin to firm at the serious collector end of the market once again

Make and Model	Year	Concours	Mint	Good	Rough	% up
AC 428	67-73	175,000	125,000	90,000	60,000	+9.4%
AC 428 con	67-73	225,000	155,000	110,000	75,000	+3.4%
Alpine-Renault GTA	85-91	10,500	8500	4000	2400	+4.0%
Aston Martin DB7 Volante	96-99	29,000	23,000	17,500	13,500	+3.6%
Austin A40 Devon/Dorset	47-52	8250	5500	2400	1200	+10%
Austin Allegro 1100-1500	73-82	3250	2000	1000	475	+18%
Austin Allegro 1750 Sport/TC	73-75	4250	3000	1400	650	+6.3%
Bentley TI saloon	65-76	19,500	14,500	6750	2500	+3.0%
Bentley Continental R	91-02	42,500	33,500	24,000	17,500	+13%
Bentley Continental T	96-02	62,500	50,000	37,500	30,000	+4.2%
BMW 507	56-59	1.8m	1.6m	1.4m	1.2m	+5.9%
BMW Z1	86-91	43,500	32,500	18,000	11,000	+7.7%
Chevrolet Corvette Stingray	68-72	35,000	24,500	13,000	5750	+7.7%
Ferrari 212 Inter	51-52	1.4m	1.1m	800,000	650,000	+6.5%
Ferrari 365GTS/4 Spider	72-73	2m	1.75m	1.4m	n/a	+7.1%
Ferrari 308GTB (grp)	75-77	125,000	92,500	70,000	50,000	+4.2%
Fiat 124 Coupé	69-73	10,500	7250	3000	1100	+7.7%
Fiat Barchetta	95-02	6750	4250	2200	1000	+8.0%
Ford Consul MkI sal	50-56	8750	6000	2950	1450	+6.1%
Ford Consul Classic	61-63	10,000	7000	3200	1350	+5.3%
Ford Consul Capri	61-64	15,750	11,000	5000	2250	+5.0%
Ford Cortina MkII 1600E	67-70	12,500	9000	4250	1750	+6.4%
Ford Fiesta XR2 MkI	81-83	20,000	14,000	6500	3000	+14%
Ford Fiesta XR2 MkII	84-89	13,000	8500	3750	1850	+8.3%
Ford Fiesta XR2i MkIII	89-94	7500	5250	2500	1250	+7.1%
Ford Fiesta RS1800	92-95	16,000	12,000	6000	3500	+6.7%
Ford Escort XR3i cabrio	84-90	8000	5500	2400	1100	+6.7%
Hillman Husky	54-65	6600	4500	2000	1000	+15%
Jaguar E-type S1 2+2	66-68	65,000	47,500	22,000	11,000	+4.0%
Jensen Interceptor SP	71-73	55,000	36,500	16,500	8000	+5.8%
Lamborghini Diabolo VT	93-01	175,000	150,000	105,000	82,500	+3.6%
Lancia Fulvia coupé	65-76	19,000	14,000	6250	2650	+5.6%
Mercedes-Benz 250/280S/SE	65-72	20,000	13,000	5500	2250	+8.2%
Mercedes-Benz 300SE/SEL	65-72	22,000	14,000	6000	2500	+9.1%
Mercedes-Benz 280SE/300SEL 3.5	69-72	25,000	16,500	7500	3500	+12%
Mercedes-Benz 190E	83-93	5500	3250	1300	550	+10%
MG Magnette MkIII/IV	59-68	10,500	7750	3200	1400	+5.0%
Morris Minor MM/SII sal	50-56	8750	6500	2750	1050	+9.4%
Peugeot 205GTI 1.6	83-92	13,500	8750	3250	1200	+2.3%
Porsche 356 Convertible D	58-59	220,000	160,000	110,000	70,000	+4.1%
Porsche 356A cabrio	55-59	160,000	115,000	72,500	48,500	+5.8%
Porsche 911 Carrera RSL	72-73	850,000	650,000	500,000	400,000	+7.5%
Porsche 959	87-88	950,000	750,000	600,000	500,000	+4.6%
Reliant Scimitar GTE SE6b	80-86	8950	6250	2250	800	+2.9%
Renault Floride/Caravelle cpé	58-69	11,000	8000	3500	1600	+2.7%
Riley RMB/RMF saloon	46-53	19,000	14,250	8000	4000	+5.6%
Riley 4/68, 4/72	59-69	12,500	8000	3250	1400	+17%
Rolls-Royce Silver Shadow	65-80	19,000	13,500	6250	2000	+4.8%
Subaru Impreza WRX PI	00-01	45,000	35,000	17,500	10,000	+41%
Triumph Herald 1200 con	61-67	8250	5750	2400	1200	+3.7%
Triumph Herald 13/60 con	67-71	8000	5500	2300	1200	+5.9%
Triumph 2000 MkI	63-69	8000	5750	2750	1300	+20%
Triumph 2000/2500 MkII	69-77	6500	4750	2250	1000	+6.1%
Triumph 2.5PI/TC	68-77	7000	5000	2500	1200	+8.1%
Triumph 2500S	75-77	7750	5500	2750	1350	+8.2%
Volvo P1800	61-72	35,000	25,000	10,000	4000	+17%
Wolseley 15/60, 16/60	58-71	11,000	7000	3000	1300	+10%

▲ On the Slide  
Fewer fallers than usual this month but we expect this to be a temporary blip

Make and Model	Year	Concours	Mint	Good	Rough	% dn
Aston Martin DB2/4 fhc	53-57	180,000	130,000	90,000	62,500	-1.8%
Aston Martin V8 Vantage Volante	86-89	265,000	210,000	150,000	72,500	-7.0%
Aston Martin V8 Vantage 4.3	05-08	30,000	26,500	20,500	16,750	-1.3%
Bentley Turbo R/RL	85-97	16,500	12,000	6250	2200	-1.7%
Ferrari 250GTE 2+2	60-63	335,000	265,000	210,000	165,000	-4.3%
Ferrari F512M	94-96	185,000	147,500	115,000	80,000	-2.6%
Jensen Interceptor con	74-76	70,000	52,500	30,000	16,000	-3.4%
Lancia Flaminia GT/GTL/3C	59-67	75,000	60,000	46,000	27,500	-3.2%
Panther Kallista 2.8/2.8i/2.9i	82-90	15,000	11,000	6000	3500	-7.1%
Porsche 911 Carrera RST	72-73	450,000	360,000	280,000	190,000	-2.3%
Renault Floride/Caravelle con	58-69	13,000	9000	4500	2000	-2.2%
Rolls-Royce Phantom V/VI limo	60-77	100,000	72,500	40,000	25,000	-5.7%
Rover P3 60	48-49	12,500	9250	4250	1900	-2.0%
Rover P5 75	48-49	15,000	11,500	5000	2200	-4.8%
Volkswagen Beetle Cab. 1302/03	70-79	12,500	8750	4500	1750	-2.8%
Volkswagen Kombi/Camper	54-67	68,500	46,500	18,000	9000	-2.1%





Bidding opened higher than the previous auction record result, \$48.4m for a Ferrari 250GTO in 2018

## Mercedes-Benz 300SLR sells for £115m

Uhlenhaut coupé becomes the world's most expensive car

One of just two coupés built on the Mercedes-Benz W196 racing chassis that dominated Formula 1 and sports-car racing in the Fifties has been sold to a private buyer at auction for €135m (£115m), setting an automotive world-record price.

The invite-only sale, managed by RM Sotheby's and held in secret at the Mercedes Museum in Stuttgart on 5 May, was attended by just seven potential buyers and saw bidding start at €50m. Dealer Simon Kidston, who tabled the successful bid on behalf of a client believed to be a well-known

collector, received a round of applause as the hammer fell.

Named after its creator, motor sport boss Rudolf Uhlenhaut, the straight-eight Mercedes was one of two coupés based on the W196R that Fangio drove to F1 championship success in 1954 and '55 and the 300SLR in which Stirling Moss won the 1955 Mille Miglia.

Few believed that such prized cars from the Mercedes collection would ever become available. Marque historian Karl Ludvigsen told Hagerty, 'The reason for a high price would simply be that they are [virtually] never sold [by Mercedes].

'Some have found private owners, like the W154 that ran at Indy post-war and a W196 controversially sold after it had been loaned to a museum, but it is extremely rare for one to reach the market.'

Industry insiders have suggested that the sale could signal Mercedes-Benz distancing itself from its combustion-engined heritage, as part of the company's planned transition to an EV-only range.

The auction proceeds will fund an environmental science scholarship programme; the sister Uhlenhaut coupé remains in the museum... for now.

## IN THE TRADE



### F1 CARS HIT THE MARKET

May's Monaco auctions brought out a flurry of F1 cars with Bonhams selling an ex-Zanardi 1999 Williams FW21 for €362,250. Meanwhile, RM Sotheby's sold two Mansell cars, a 1989 Ferrari 640 (€3.605m) and the five-time winning 1991 Williams FW14 (€4.055m). 'This shows the difference a great driver makes to value,' said auction commentator Richard Hudson-Evans. A Schumacher/Patrese Benetton-Ford B193B will also headline Bonhams' Goodwood Festival of Speed sale.



### PRE-WAR AT GOODWOOD

Talking of the Festival, the Bentley and Rolls-Royce oriented collection of late Le Mans racer Peter Blond forms the centrepiece of the Bonhams auction at Goodwood. The catalogue lists other cars of the era including two SS100 Jaguars, a 1931 Invicta S-Type 'Low Chassis' and a 1937 Frazer Nash-BMW 328 Roadster. 'Prices of pre-war racing cars are strong at the moment, especially competitive models,' said Angus MacCurragh of Classic Motor Hub.



### SALE RATE SOARS AT SWVA

South West Vehicle Auctions in Poole achieved an impressive 95% sell-through rate at its 29 April sale, with just four cars failing to find a new home. This continues a trend that saw SWVA top Hagerty's auction lists for sell-through rates in both 2020 and 2021. Asked what he thought its secret was, SWVA's Owen Shepherd said, 'Attention to detail, fair valuations and excellent customer service.' With H&H selling 73% and Manor Park Classics 66%, the enthusiast market remains strong.

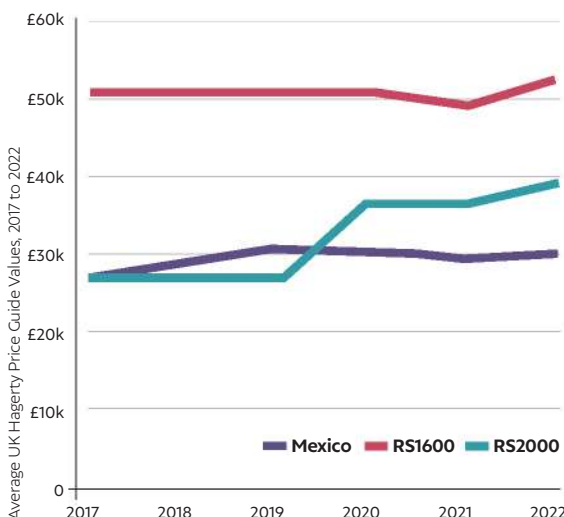
## HAGERTY SPOTLIGHT

### Performance Mk1 Escorts



John Mayhead, Editor of the UK Hagerty Price Guide says, 'Hagerty's values of high-performance Ford

Escort Mk1s have been rising steadily over the past five years. The RS1600, with a strong racing pedigree and just under 1200 built for homologation purposes, is the one collectors want. One recent sale of a well-presented AVO Custom 'Show Unit' car seemed a good buy at £66,000. Interestingly, all three models are attracting younger buyers – of those Hagerty insures worldwide, around two thirds of owners were aged 57 or younger.'







## June Classic

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## Putting the 'S' in express

Jaguar XK150S drophead to be offered by H&H is 'one of the very best'

**T**he XK150S 3.8 models are rightfully accorded celebrity status in the world of Jaguar's long-running XK series. They represent the pinnacle of over a decade of development, boast a 265bhp version of the 3.8-litre twin-cam (up 45bhp on the standard engine thanks to a redesigned cylinder head and extra carburettor), and have that extra collectors' car magic of exclusivity. The exact total varies between sources, but somewhere around 275 XK150Ss were built, that total shared between coupé, roadster and drophead coupé models.

The car here, to be offered by H&H Classics at its Duxford sale on June 22, is one of those dropheads. One of just 69 sold with right-hand drive. It's an original UK-market car too, sold new by Boon & Porter of southwest London and registered to a successful ballpoint pen company. It went on to have a remarkably happy and well documented life, particularly once it was acquired in 1965 by Major Armstrong of the Royal Engineers

with just 8700 miles on the clock. He swiftly sent the car for the Dinitrol rustproofing treatment that must have some bearing on how well the body has survived.

Details of that formed an early entry in the first of three Army Books in which Armstrong went on to record the car's servicing, maintenance and Motor Mileage Allowance claims for the next 20 years. Perhaps the most significant of these detail the engine seizing at just 34,860 miles in 1969. After an unsatisfactory repair attempt the engine and gearbox were replaced by factory reconditioned units, the engine coming from one of the 68 sister cars, the chassis number of which is noted.

Armstrong's last recorded entry shows the car's mileage as 50,306 in October 1984. With few more miles added, it was acquired five years later by Cheshire collector Michael Sutton. It was showing a little over 60,000 when the vendor bought it from Sutton in 2005 and is now up to 73,000 miles. Record keeping has also been good by recent owners and shows an engine





overhaul, interior retrim, power steering conversion by Guy Broad and a recent high-torque starter motor.

For comment on the car's current condition I refer to Graham Searle of the Jaguar Enthusiasts' Club who valued the car in February 2020. 'The car is in excellent condition and maintained to the highest standards. As the S specification model it is probably the most desirable of all the XKs. It benefits from a new interior by the leading specialists and is now one of the very best examples of this model. It should be insured for £225,000.'

That was, of course, an insurance valuation, not always the same as market value which can fluctuate from day to day. It should also be noted that values of these cars have fallen by around eight per cent since that JEC valuation, so it's unlikely to reach that figure. Our guide agrees with the lower end of H&H's £170-190k estimate. And that wouldn't be a bad buy for such a fine, rare and well-documented XK150S 3.8 drophead.

See [handh.co.uk](http://handh.co.uk) for more details.

As one of the most desirable variants, its sale price will present a good opportunity to take the temperature of the current XK market



# Brutish bargain?

## ▼ 973 AC 428 Fastback

**For sale at** Bonhams, Goodwood, 24 June, [bonhams.com/departments/mot-car/](https://bonhams.com/departments/mot-car/)  
**Why buy it?** This is one of just 51 Fastbacks built. The brute force of these 7.0-litre Frua-bodied beauties was encapsulated in Douglas Rutherford's period adventure novel *Clear the Fast Lane*. This one bears some patina of use both inside and out, but it looks far better than Bonhams' low estimate suggests. With the best valued at £175k, anywhere within that estimate could be a bargain.

**Estimate** £60,000-£90,000



## ◀ 1950 Healey Silverstone

**For sale at** Brightwells, Herefordshire, 22 June, [brightwells.com](https://brightwells.com)

**Why buy it?** For 40 years, until 2000, this was used as a racer. It has been well looked after since and still has the bombproof-spec engine with supercharger. Disc brakes and a five-speed Rover 'box will put off purists, but it has great fun factor and potential.

**Estimate** £120,000-£140,000



## ▲ 1977 Renault 4TL

**For sale at** Charterhouse, Somerset, 6 July, [charterhouse-cars.com](https://charterhouse-cars.com)

**Why buy it?** Much rarer in the UK than its 2CV rival and harder to find in this condition. Nicely refinished and showing less than 45,000 miles, all it needs is under-bonnet detailing work to make it pretty much perfect. Fairly estimated for an R4 like this. **Estimate** £7000-£9000



## ▲ 1972 Alfa Romeo 2000GTV

**For sale at** H&H, Duxford, 22 June, [handh.co.uk](https://handh.co.uk)

**Why buy it?** A former CC feature car (March 2000 issue), this restored GTV has been further improved by the current owner. An original UK market car with just over 61,000 miles from new and period-style Momo alloy wheels. The lower end of the estimate range looks about right.

**Estimate** £30,000-£35,000

## UPCOMING SALES

Please confirm sale status with auction house websites before making arrangements

### JUNE

**Sat 18**, Warwickshire. Classic Car Auctions, Warwickshire Event Centre, Leamington Spa. [classiccarauctions.co.uk](https://classiccarauctions.co.uk)

**Sat 18**, Somerset. Dore & Rees Classic Cars, Cheese and Grain, Frome. [doreandrees.com/motoring](https://doreandrees.com/motoring)

**Wed 22**, Cambs. H&H Classics, Imperial War Museum, Duxford. [handh.co.uk](https://handh.co.uk)

**Wed-Thu 22-23**, Herefordshire. Brightwells' Classic & Vintage, Easters Court, Leominster. [brightwells.com](https://brightwells.com)

**Fri 24**, West Sussex. Bonhams' Goodwood Festival of Speed sale, Goodwood House, Chichester.

[bonhams.com/departments/mot-car/](https://bonhams.com/departments/mot-car/)

**Fri 24**, Hampshire. Barons Auctions, live online, Southampton. [barons-auctions.com](https://barons-auctions.com)

### JULY

**Sat 2**, France. Artcurial Le Mans Classic sale, Le Mans. [artcurial.com](https://artcurial.com)

**Sat 2**, Yorkshire. Spicers Auctioneers, Dutch River Side, Old Goole. [spicersauctioneers.com](https://spicersauctioneers.com)

**Sun 3**, Switzerland. Bonhams, Gstaad Palace. [bonhams.com/departments/mot-car/](https://bonhams.com/departments/mot-car/)

**Wed 6**, Somerset. Charterhouse Auctions, Haynes Motor Museum, Sparkford. [charterhouse-cars.com](https://charterhouse-cars.com)

**Sat 9**, Cheshire. Manor Park Classics' sale, Runcorn. [manorparkclassics.com](https://manorparkclassics.com)

**Sat 16**, Berkshire. Historics, Windsorview Lakes. [historics.co.uk](https://historics.co.uk)



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## 1963 FORD LOTUS CORTINA MK.

Correct and restored early twin-cam example with full race & rally FIA papers valid until 2031. Rebuilt engine, gearbox and full new interior. Estimate: £60,000-£75,000

**VIEWING DAYS**  
Wednesday to Friday  
13th-15th July  
9am-5pm each day

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Saturday 16th July  
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# Prescott rolls back the years

A hill climbing century celebrated, from aero-engined monsters to single-seaters

**P**rescott's inaugural Historique combined competitive runs in multiple classes representing each major era of hill climbing, with a cavalcade of history. The career of Sir Stirling Moss was celebrated, and classic car clubs lined the trackside with displays, including a strong turnout of Salmsons.

## Salmson GS8

Star of a cavalcade of Salmsons that rolled into the club display area, this GS8 was making its first appearance after restoration, although owner Paul Smith has known it for a very long time.

'It's to GSS specification, which means it has a two-piece crankshaft with two bearings at each end and a central ball race, a four-speed crash gearbox, and 32-millimeter Rudge Whitworth wheel knock-ons,' said Smith. 'Brakes are by cable only, and are surprisingly good on a car weighing 508kg. But there's no differential and just one turn lock-to-lock on the steering.'

'It appeared in *Motor Sport* in July 1943 in an article by a Mr Jennings, describing it as his first car. At this time *Motor Sport* was a thin publication with no actual motor sport to report

on, largely written for soldiers to keep morale up during the Second World War.'

'In the Fifties and Sixties it was owned by Guy Weighton as part of a collection of Salmsons. He also competed in it in the early days of post-war airfield driving tests, but without much success.'

'My mum and dad bought it in 1970, by which point it was little more than a dilapidated rolling chassis with a non-running engine. Dad towed it home from Bromley to Sevenoaks on the end of a rope with a friend sitting on a piece of wood clamped to the chassis rails, with his foot hovering over the brake pedal should the tow car stop. They ended up attracting the attention of a policeman on a Velocette, who provided them with a motorcycle escort.'

'The previous owner was going to restore it, but was left some money in a will and ended up buying a Bugatti Type 55 and a Frazer Nash TT Replica instead.'

'Chris Draper provided photographs of the body of his car

so scale drawings could be made for a replica. However, his car was a racer, with staggered seats rather than the side-by-side arrangement. It had a Ford radiator screwed to a piece of wood – a correct item was found in Australia. It cost more to ship over than it did to buy.'

'I ended up taking over the restoration of the car, got it to a running condition and used it for a few years before restoring it properly to its present condition. I had cylinder head problems with the original engine, so I decided to build a San Sebastian-specification engine, with



Salmson now  
restored after  
1970 rescue





Restored F2 Mallock once beat F1 cars



Careful outing for Seventies-restored MGP

race-specification cylinder head and cambox, a fabricated tin water jacket and dual ignition.'

### Mallock 6B

The Historique was the first time out for this aggressively-driven Lotus-powered Mallock after a period of dormancy and a recent mechanical and bodily refresh. 'I first drove it in a practice session in 2019, but then Covid got in the way,' said owner Christopher Wigdor. 'But that was the first time it had been driven since 1986, when Richard Mallock drove it in a combined Formula One, Two and 5000 race and finished fifth. It's an F2-specification car, unusual in being front-engined, and yet he beat some much more powerful machines with it.'

'It originally dates from 1967, one of six 6B F2 cars Major Arthur Mallock built, one of which he raced himself, but Mallock never kept records of which chassis number did what back then, so although it probably isn't his car, there's a one in six chance it is! There's no way of finding out.'

'Two years after that race in 1986, Eddie Kimbell found it as a rolling chassis in the workshop of John Dell Racing, where it had been taken in part-exchange in lieu of a debt. It was a wreck, but Kimbell knew the Mallock family, so they gave him a corner of the Mallock factory in which to carry out a rebuild. Kimbell completed the restoration in the late Eighties, but never raced it. He sold it to a collector who never raced it either, then I finally acquired it in 2019.'

'This year, I'm campaigning it in the Fassi Classic Speed Championship, having previously won it in a Jaguar C-type. All my cars are front-engined, rear-wheel drive and with a solid rear axle.' Wigdor also repainted the car in the colours of the Ukrainian flag, to raise awareness of the Ukraine Humanitarian Appeal, a refugee-relief charity supported by Motorsport UK chairman David Richards CBE.

### MG P-type

Prescott Historique was the first time Steve Rees had competed in his MG P-type, which was in incredible condition despite having been last restored in the Seventies. 'It was restored by Eric Teiche, a Swiss engineer based in Wembley, who rebuilt it to the standards of a Swiss watch,' said Rees. 'It hasn't been taken apart since, having been kept by his family until 2006, when it was bought by Phil Coombs, who used it until 2011.'

'It was campaigned in trialling when it was new, in 1934, by its original owner, a Mr. Strong; but not much more is known about it. Interestingly, it's completely unmodified, complete with the so-called 'bent wire' counterbalanced two-bearing crank.'

'It's not ideal for competition, but I don't want to modify it as it's all as-original, unusual for a P-type these days. Standard clutch with a little cork disc, no oil filter, no water pump, no cooling fan, everything done by gravity, movement, and cleaning things out by hand.'



Fresh Lea-Francis once towed boat

### Lea-Francis 14 Sport

It was the first time this elegant Lea-Francis had been seen in public since 1966, as part of a run out with the Usk Valley Classic Car Club. 'The restoration was actually completed three years ago, but it only took to the road in anger a few months ago,' said owner Nigel Wilcox. 'Covid, owning too many cars, and trying to get the last few details right held it up.'

'When new in 1948 it was owned by a chap in Alcester, just south of Birmingham and not far from the Lea-Francis factory at the time. Barrie Price of Lea-Francis recalled that he used to see it being used to tow a sailing boat, but when I acquired it, it had been off the road since 1966.'

'I bought it 30 years ago, as a fill-in car while I was restoring an Alvis. It seemed like it would be a quicker project, but I never got round to it.'



## Events



Shops, resto, concours, now hillclimber...



Abarth replica had works driver input



The ultimate evolution of the Sprite?

### Alfa Romeo 75

It's the first year this Alfa has competed in motor sport, having undergone an unexpected transformation from family hauler to racer via the concours lawn. 'My father bought it second-hand in 1995, and it was our family car for ten years,' said owner Paul Holmes. 'It was our shopping car, then it was given to me, and when my father gave me his old Ford Fiesta as a newer replacement for the Alfa, it went into the garage. It sat there for a while, until it reached an age where people started considering the 75 a classic.'

'So I extracted and recommissioned it, and did the Alfa Romeo polish, show and shine circuit with it. When *Top Gear* did its Alfa special, Jeremy Clarkson had a good look round it for reference after buying his own 75, a V6 in terrible condition which he repainted in green, and which has since been restored by another club member.'

'I started doing club concours with it, but in truth, it's not what I was interested in. I used to come to Prescott with my father in it and

watch all sorts of cars being driven up the hill, everything from F1 cars to family saloons, and thinking to myself, "I can do that." I went to Prescott's hill climb school and the challenge was amazing. I was all ready to start campaigning the Alfa – then covid got in the way.'

'Rather than modifying it for high performance, I've kept it the way I always remembered it, but I got classic Alfa specialist Chris Snowdon to work more resilience into its engineering. There are uprated anti-roll bars and dampers, it's slightly lowered, and it's got racing discs, brake pads and fluid. The engine is standard apart from an upgraded air filter. I'm definitely going to be fitting a switch for the cooling fan, because it's suffered a bit in today's heat, but Alfa Romeo Twin Sparks are very tough engines, with massive oil pans.'

### Cooper-JAP Mk9

This record-breaking Cooper was making its first appearance following an exacting restoration by owner Vic Deane, who was racing it with his son Frazer. Previous owner Charles Reynolds was on-hand to recount its history.

'I bought it in Reading in 1980,' said Reynolds. 'I was only doing three or four hill climb meetings a year at the time, but I retired, bought a V-twin engine, installed it in this Cooper, and my son started driving it. He ended up setting the 500cc Formula Three class record at every hill climb venue except Shelsley Walsh.'

'The person who owned it before me had only done one hill climb in it. As for its early history, it was originally sold to the United States when it was new, but there is no record of what it

did out there. What is remarkable though, and a reason why it's in such good condition, is that it's never been crashed.'

Vic Deane took up the story, 'The restoration took me 18 months. I have my own engineering business, so I could get parts cast and remachined. Homemade items include the pushrods, valve guides and brake pedal. It's a family garage project, and both Frazer and I are driving it today – our first event together.'

### Fiat-Abarth X1/9

Finally on track after covid intervened, this replica of Abarth's X1/9 Prototipo rally car was built with the help of an ex-Abarth insider, as owner Jonathan Plowe explained. 'The Abarth bodywork came from Guy Moerenhout, a former Abarth works driver who curated an Abarth museum in Belgium,' said Plowe. 'He had one of the original Prototipos as part of the collection, as well as the spare parts from the project.'

'He was a difficult guy to get in touch with, but I got through in the end. He had the moulds required to make spares for the cars, including the wider wheelarches, side-scoops and snorkel. I got this set made; they're not available any more. But they are a physical link with the original Prototipo, even though my car is a replica.'

'The snorkel originally fed carburettors, but in my car it directs cold air towards a 200bhp Fiat Uno Turbo engine. I actually started competing in this car as a standard X1/9, the Turbo engine followed next, and I was wondering how to upgrade the car further when I first found out about the Abarth project four years ago, and it became an obsession.'

### Ashley Austin-Healey Sprite

This unusual Austin-Healey is the lockdown project of Phil Gardner, and represents Austin-Healey's baby sports car in a highly evolved state of period tuning and modification. 'I've only been racing since 2017, but as lockdown struck I decided to build a quicker car,' said Gardner. 'I bought an Austin-Healey Sprite to strip down for lightness, and it was wearing this unusual Ashley fastback roof conversion anyway.'

'When these cars were new, Ashley also built an aerodynamic bonnet for them, so continuing the theme, I had a replica made. Neil Slark built the engine to 1380cc with a Weber 45DCE carburettor and a smooth multi-web steel crank – it now revs to 7750rpm. But it's all in keeping with the kind of modifications available when the car was new. The roll cage, for example, is an off-the-shelf item for an MG Midget.'

## Simon Diffey, 1964-2022



Simon Diffey, the ardent historic racing driver who campaigned everything from Sixties single-seaters to vintage Bugattis, was killed in May in an accident involving an ambulance while driving his Bugatti Brescia. He was 57.

Although printing was his primary business, Diffey's true passion was historic racing. He was a regular sight at Goodwood events, and showed a particular affinity for Bugatti and Lotus, with a knack for tracking down storied cars including the Veedel and ex-Peter Warr Formula Junior cars.

His enthusiasm was infectious, be it for historic racing, helping other competitors with his excellent mechanical skills, or sharing the stories of his cars with journalists. He will be greatly missed.



Restored Cooper is a record-holder



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Integrale rally car returned to original 1992 spec

# Italian rarities rejoice in public exposure

Unique histories revealed at the second Prescott Italia

Open to the public for the first time following a launch behind closed doors last year, Prescott's day dedicated to Italian classics was dominated by the weird and wonderful. Debutantes ranged from a 1928 Lancia Lambda to a Nineties Integrale once campaigned by a Swedish rally star.

## Lancia Lambda Albany dhc

Displayed in a part-finished state by restorer Ashton Keynes, this long-dormant Lancia is believed to be a sole survivor of an elusive run of British-bodied dropheads. 'By the eighth series of Lambda, they had longer chassis so customers could choose their own coachwork rather than the standard monocoque,' said owner Keith Bowley. 'Albany was a British coachbuilder which did a number of bodies, mainly saloons, but we believe this is the only survivor in this style.'

'It's a 1928 car which was bought by a family in Lincolnshire, who drove it into the ground. The husband of the owner's daughter wanted to tackle the restoration. The couple then moved to Scotland, and when he removed the metal panels he found the wood behind them absolutely rotten. The intention was to recreate the frame; they entrusted it to a local timber merchant as a long-term project, but when they checked in a while later, the firm had gone bust and the old man working on them had died.'

'It was 98% complete but in need of total restoration when I bought it in 1994, and it's been a slow-burn project since. But I had a lovely letter from the daughter of the original owner, recalling her father intending to take the family

on holiday in it when she was six. It got 600 yards up the road before water drained out of a crack in the engine block. Her father put it in the garage and it was left standing there after that.'

## Lancia Delta Integrale

On show for the first time since its restoration, this rally car was run in period by Per Eklund. Owner Tim Bloxham explained, 'It was originally a 16v road car, sourced in Germany and prepared to Group N specification by Eklund with parts supplied by the Lancia factory. It was driven by Torsten Palm – F1 driver and brother of Gunnar Palm – but it only contested the Swedish Rally, in 1992, 1993 and 1994. Apart from that, Torsten spent his time racing single-seaters.'

'Eklund ran the car with the same Team Clarion/Camel sponsorship as his own car in 1992, when Palm finished 20<sup>th</sup> overall and eighth in Group N. In 1993 it ran in Carab livery – 17<sup>th</sup> overall and seventh in Group N – and in 1994, funnily enough, it ran Mitsubishi advertising, because Torsten ran a Mitsubishi dealership! That year, Torsten failed to finish after rolling it in a snowbank. Eklund repaired it, and sold it to the Swedish rally drivers I ended up buying it from.'

'They'd done a few events but modified it badly, so it was in need of total restoration, and I decided to return it to its original 1992 specification; this is its first show.'

## Abarth 750 Zagato

'This is this car's first time out after restoration, and the first time it's been seen in the UK,' said John Chatley of his Abarth 750 Zagato. 'It was

originally delivered to John Sheets, a film director for Desilu Studios, California, who directed Tarzan films and episodes of *Lassie*. It cost \$3500 in 1958.

'Sheets stopped using it in the Seventies, and it was acquired by Arizona-based collector Glen Neyenhuis in the Eighties as a non-runner. For some reason, Neyenhuis and his son decided to take the paint off the aluminium panels – perhaps they thought it looked better like that – but didn't do anything else to it.'

'I imported it into the UK in 2018 and restored it. I had replacement windows made – they're plastic, so the California and Arizona heat had warped them – and the trim was remade by Creative Coachworks in Blackpool. Everything else was original and just needed reconditioning.'

## Fiat 126

It was also the first weekend on show for this rare Italian-built Fiat 126 after owner Owen Burgess undertook an epic journey in it all the way from Italy. 'I wanted the earliest Italian 126 I could find, and this one came up for sale on Facebook with Marco Martino,' said Burgess. 'My partner Georgina and I flew out there with friends, bought four cars from him including this and a rare Lancia Delta HF HPE, and drove them back to the UK. The 126 tops out at 65mph...'

'The 126 was made in Poland until 2000, but Italian production only lasted seven years, and several styling elements are different: it's smoother at the front, the bumpers are smaller, the wheel covers have metal centres, and the dash is simpler – not the one adapted from the Panda in the Polish cars. And it's aircooled – much closer in spirit to the original 500 all round.'



Fiat 126 had driven all the way from Italy

## Tony Brooks, 1932-2022



Tony Brooks, the last surviving Fifties Grand Prix-winning F1 driver, has died aged 90.

Nicknamed 'The Racing Dentist' because of his off-track profession, Brooks began racing at club level in 1952. In 1955, driving a Connaught in his very first F1 race, the non-championship Syracuse Grand Prix, Brooks became the first British driver to win a Grand Prix in a British car since 1924. His exploits impressed Tony Vandervell, who signed him up as Stirling Moss's teammate at Vanwall. In 1957, Brooks and Moss became the first British drivers to win a Championship F1 race in a British car, at Aintree.

Brooks finished third in the world championship in 1958 for Vanwall, then moved to Ferrari when Vanwall withdrew from F1, partnering Phil Hill. Brooks won the French and German Grands Prix en route to a career best of second in the championship, just four points behind Jack Brabham. He also enjoyed success with Aston Martin's DBR1/300 in sports car racing, winning both the 1957 Nürburgring 1000km and the 1958 RAC TT, the latter with Moss as his co-driver.



Lancia Lambda: sole survivor in this body style



Abarth Zagato was Tarzan film director's car



# June/July event highlights

Summer months give us some of the best classic events in the calendar



## June

**15-18** Mille Miglia.  
Brescia to Rome to  
Brescia, Italy  
[1000miglia.it](http://1000miglia.it)

**17-19** Grand Prix de  
France Historique.  
Circuit Paul Ricard, Le  
Castellet, France  
[gpfrance.com](http://gpfrance.com)

**18** Porsche at Prescott.  
Prescott, Gotherington,  
Gloucestershire  
[prescotthillclimb.co.uk](http://prescotthillclimb.co.uk)

**18-19** HSCC Donington.  
Donington Park,  
Leicestershire  
[hsc.org.uk](http://hsc.org.uk)

**18-19** Brooklands Double  
Twelve.  
Brooklands, Surrey  
[brooklandsmuseum.com](http://brooklandsmuseum.com)

**18-19** Sir Jackie Stewart  
Classic. Thirlestane Castle,  
Lauder, Scotland  
[sirjackiestewartclassic.com](http://sirjackiestewartclassic.com)

**19** Hot Rod and Custom  
Show. National Motor  
Museum, Beaulieu,  
Hampshire  
[beaulieu.co.uk](http://beaulieu.co.uk)

**19** Santa Pod Retro Show.  
Santa Pod, Podington,  
Northamptonshire  
[santapod.co.uk](http://santapod.co.uk)

**23-26** Goodwood Festival  
of Speed.  
Goodwood House, Sussex  
[goodwood.com](http://goodwood.com)

**24-26** Yorkshire  
Motorsport Festival.  
Holmfirth, Yorkshire  
[ymsf.net](http://ymsf.net)

**24-26** Summer Trial.  
Grantham, Lincolnshire  
[heroevents.eu](http://heroevents.eu)

**30-July 3** Le Mans Classic.  
Le Mans, France  
[lemansclassic.com](http://lemansclassic.com)

## July

**1-3** Heveningham Hall  
Concours. Heveningham  
Hall, Suffolk  
[heveninghamconcours.com](http://heveninghamconcours.com)

**2-3** McRae Rally  
Challenge.  
Knockhill, Fife, Scotland  
[knockhill.com](http://knockhill.com)

**3** Historics On The Hill.  
Lydden Hill, Kent  
[lyddenhill.co.uk](http://lyddenhill.co.uk)

**3** VSCC Shelsley Walsh.  
Shelsley Walsh,  
Worcestershire  
[vsc.org.uk](http://vsc.org.uk)

**3** Equipe GTS Classic  
Racing. Donington Park,  
Leicestershire  
[doningtonpark.msv.com](http://doningtonpark.msv.com)

**8-10** Dragstalgia.  
Santa Pod, Podington,  
Northamptonshire  
[santapod.co.uk](http://santapod.co.uk)

**9-10** Legends of Brands  
Hatch Superprix.  
Brands Hatch, Kent  
[brandshatch.msv.com](http://brandshatch.msv.com)

## COFFEE MEET OF THE MONTH

### COFFEE, CAKES & CLASSIC CARS

#### What is it?

Everything's welcome, but expect a strong Jaguar presence at this, the first of E-Type UK's summer meetings.

#### Where is it?

E-Type UK's premises at North Frith Farm in Hadlow, Kent, not far from

Tonbridge (TN11 9QU)

#### When is it?

Saturday 25 June from 10am to 1pm

#### How much is it?

It's free to attend, although it is being held in aid of Multiple Sclerosis charity the MS Society, so all profits and donations will go to them. Go to [etypeuk.com](http://etypeuk.com) for the latest information.



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Fixing Up in association with Amazon and Practical Classics

Clive (left) and  
Danny, ready  
to revive

# A brand new classic show

## Down to earth and up for fun, Danny and Clive are ready to revive

Classic car TV shows are everywhere. Whether it's *Wheeler Dealers*, *Salvage Hunters* or *Car SOS*, the choice is huge and the ongoing popularity of these shows is proof that, as a hobby, working on classics is as important as ever. It also made our friends at *Practical Classics* magazine think, 'Why don't we have a go too; bring what we do to life for you all to enjoy? We have plenty of material.'

This aspiration only became reality when Amazon called *Practical Classics* to see if they fancied joining forces. For a long time now Amazon has offered a huge variety of tools and parts, either from third-party manufacturers or via its own Amazon Basics range. So, what better partner than *Practical Classics*? The mag team can talk about, and use and abuse the tools and parts in a real-world environment – and fix up a classic while they are at it.

That's how *Fixing Up* was born, and why PC's 'welding Stig' Clive Jefferson and editor Danny Hopkins were challenged with turning the PC workshop into a TV studio, fit for both filming and 21st century classic restoration. The lighting has changed, the shelving has changed, the walls and floor have been repainted and the place has had a complete overhaul. It has become the latest workshop studio; a workshop fit to produce a top-quality TV show, with a TV crew and team ready to make sure the boys keep to schedule and don't drink too much tea.

The first item on the 'to do' list of course was a project to work on. In 2021 the magazine restored a Type 2 Transporter and editor Danny drove it around the UK raising money for Prostate Cancer UK. The trip was a huge success, and driving that van was a joy. And the VW scene Danny encountered was active, friendly and fun.

The temptation to go back and enjoy it again was too much, so a VW van was settled upon. But which one? A T2 or T25 was out of the question because PC had restored one of each in the past five years. So Danny and Clive looked at a more recent variant – the T4 Transporter. But which variant on the T4 camper theme would it be? And with a budget of less than £6k, would it be any good?

Find out when you watch the guys crack on (and crack up) as they get to grips with their Transporter steed. Who knows – once the show catches on it could be something a tad more glamorous next time – there's a world of classics out there, after all. ■



**Danny & Clive**  
**FIXING UP**  
**WITH AMAZON**

### 1994 VW Transporter 1.9D

Engine 1896cc/4-cyl/OHV  
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Torque 94lb ft@1700rpm  
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0-60mph 19sec  
Fuel economy 39mpg

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(days)

TIME

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(£)

SPENT

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MILES

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Amazon and our sister title Practical Classics Magazine have teamed up to revive modern classics using tools and parts sourced through Amazon – starting with this, a T4 day van.



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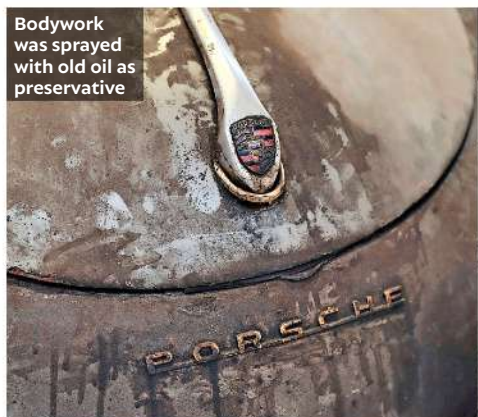
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## Barn finds

Bodywork was sprayed with old oil as preservative

Car was stored for around six decades



Full resto is required



SEND US  
YOUR BARN FINDS  
- BEST ONE  
WINS £100



Interior is all present but extremely tired



Beetle engine, but original was included in sale

# Well oiled 356 hits heady heights

Lubricant-doused Porsche exits Danish barn after 50 years and sells for \$150,000

**T**his 1956 Porsche 356A Cabriolet was driven into storage in the early Seventies by its second owner, Esben A Ubbesen, who had bought it in June 1959 as a present for his wife. Built in November 1956, the car was sold new via Skandinavisk Motor Company of Denmark, then first titled on 30 March, 1957. The car's original transmission was replaced under factory warranty in February 1958.

A few years later, during the Ubbesen family's ownership, the engine developed an oil leak and was replaced with a VW Beetle unit which remains in the car. Luckily, he also retained the matching-number Porsche engine, which has been

stored with the car. Despite the badge on the tail, it's not a Carrera – seems people have always liked upgrading their car's apparent performance.

Why Mr Ubbesen put the car away isn't known, but he is said to have made efforts to preserve it by spraying old oil on the body panels and mechanical components. However, rust in the fronts of the sills will require careful restoration, and the bodywork shows the signs of more than a decade of tough daily use.

The interior is probably too tired to resurrect, though everything is present barring the radio. The original engine also appears complete, and would no doubt be part of the plans for any restorer.

This example's provenance and lack of any previous restoration work tempted strong interest when it was offered at RM's Monaco sale in May, selling on a bid of €149,500 (about £127,000).

That looked a startlingly high price for a car that will need total restoration, – it exceeds our Price Guide's figure of £105,000 for a rough example of the much rarer and more sought-after pre-A 356 Cabrio. The guide for a concours 356A Cabrio is only £150,000, with a project car rated at £47,500. But the lure of the preservation classes at the world's prestigious concours does strange things to values of heavily aged exotic classics. Pristine examples are much easier to find.



# Dismembered Merc SL

Remember the AC Ace fragments from our previous issue that H&H sold for £202,500? The same auctioneer has since hammered down the mortal remains of a 1961 Mercedes 190SL at £38,350, including buyer's premium, exceeding what looked like an ambitious estimate of £25,000 to £35,000. Though not quite as incomplete as it appeared (with much of the interior stored elsewhere in boxes, together with many spares), the car was missing its entire driveline: engine, gearbox and back axle.

Completed during the 1961 model year, this particular right-hand-drive example is understood to have been supplied new to the United Kingdom, with the original chassis plate text presented in English. The vendor bought the car in the summer of 1989 from a gentleman in London and took it to a garage, which she asked to store the car while the current owner and her father completed another restoration.

Unhappily, the vendor's father became unwell, and the garage in question dismantled the car completely – after which the engine, gearbox and one of the axles went missing, along with other items. With her father's health continuing to deteriorate, the lady retrieved what was left of the 190SL and placed it in a single garage under a tarpaulin, where it remained until this year.

As one of just 562 right-hand-drive 190SLs built (and with a far smaller number surviving) it has rarity value, but the cost of tracking down the missing components is daunting – as is the extent of the work required to the rest of the car. Can the project be completed within the £130k-£150k value of a mint example?



Interior was stored in boxes



A fairly daunting prospect...



Whole car has been dismantled



Engine, gearbox, rear axle missing



Some new panels came with the car



Hard top was included in sale



Car had been under a tarpaulin in a garage



Interior had been partially stripped



Bricklin SV-1 is an odd Canadian-built obscurity



V8 engine was in a low state of tune



Gullwing doors had lost power operation

## Bricked-in Bricklin

This 1975 Bricklin SV-1 came to light after an estate liquidation company cleared a warehouse in Kingston, north-east Pennsylvania, about 80 miles from New York. At one time it seems restoration work began, because the interior is partially stripped, but otherwise the car seemed intact. Interior views were limited because the car's hydraulic struts for the gullwing doors were not functioning – and on a Bricklin, there is no option to open the doors manually.

Malcolm Bricklin's Safety Vehicle 1 was an odd mix: exotic sports car looks with power-operated gullwing doors, a V8 engine in a low state of tune, plus suspension and steering from a Seventies land yacht. All this was wrapped in an acrylic body with impact-absorbing bumpers and a form of passenger safety structure (somewhat moot if you landed upside-down). The company history reads like a precursor to DeLorean, with Canada paying \$23 million for a new factory, before woeful quality control and lukewarm public response shut it down inside two years. Chris Comm, whose company ChrisCom Estate Solutions found the car, says it has gone to a new home for \$5000 (£4050).



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# Vera the Lotus Elan

## LETTER OF THE MONTH

Your excellent tribute to the Lotus Elan (Lotus Elan at 60, June 2022) brought to mind my love affair with Vera which lasted eight short years.

It was while driving my MGB on the swooping curves of the North Wales A5104 that it happened – overtaken on a bend by an Elan proceeding at impressive pace, I decided an Elan would be my next car. I struck lucky when a garage proprietor from Bakewell needed funds and was prepared to part with his perfect yellow Sprint with the Big Valve engine. Driving it was magic. Its lightness of foot and instant throttle and steering response was like nothing I'd ever experienced then and since – including my 1275 Cooper S, BMW M3 and Subaru Impreza Turbo. Sure, it felt small and a tad flimsy. It was like a jet-propelled butterfly, but it was exhilarating.

To maintain optimum performance it needed much tlc. I had it serviced by ace mechanic Louis Lorenzini. I wrote to Lotus Cars requesting a replacement service book when mine became full, with a covering letter saying how much pleasure I was having with this remarkable car. To my amazement I received a fresh service book together with a lovely note from Colin Chapman saying how pleased he was to receive my letter! *Tony Lyons*



## Talking Swedish

In Quentin Willson's Smart Buys (May 2022) the Volvo caption says, 'iconic Gol/Cream yellow...' But it should be 'Gul', meaning yellow in Swedish.

Because of the iconic colours that 850/V70 hot estates came in, the following names caught on in Sweden... even if they also came in black. The 1995 850T-5R is called T-Gul, which is also the name of a popular Swedish brand of lighter fluid for barbecue grills. The 1996 850R is called T-Röd (T-red) – a cleaning spirit of the same brand – and the 2004 V70R is called T-Blå (T-blue), a make of windscreen washer fluid from the same producer.

*Tore Thunqvist*

## A different Lotus

Loved the articles on Jim Clark (Fit For A Champion, 'My Kind of Driving, Your Kind Too', June 2022), and his Elan but According to the superb David Tremayne book (Jim Clark, the best of the best) the wireframe car on the Chirside monument is a 33 and not a Lotus 49; the small no 1 confirms that. Clark won races in a 49 but never a World Championship.

*David Foster*

## Disagree with your Elan facts

I have owned eight Lotus Elans over the years, buying my first in 1968 while still serving an engineering apprenticeship. I was disappointed with misinformation within the Elan features (Lotus Elan at 60, June 2022). Regarding the so-called unreliability of the Elan, in all the years I have owned mine I have been stranded

once, and that was because of my disregarding the signs that a faulty water pump was telling me.

Shapcraft did indeed make the hardtop for the fastback Elan but it was designed by Barry Wood, and Peter Sellers bought his at the 1964 Racing Car Show. Ian Walker Racing did development work on revised Elans for racing and Lotus followed them. Elans were not offered with leather interior.

Following the Tara Browne car crash, coroner pathologist Dr Donald Teare stated that alcohol in blood level was negligible. Also, he had been at a restaurant previous to the accident; I can't see him dropping quantities of LSD.

*Martin McBurney*

## The unseen threat

I've been following your thoughts with great interest regarding the long-term threats to classic cars, particularly with regard to fuel. Reflecting on recently released data fuel actually may be secondary to the following – swathes of new drivers are only passing their tests on automatic cars, thus by law negating their ability to drive manual vehicles.

More than 50 percent of new cars produced are automatic and if you add in the growth of electric cars over the next ten years, the implication is obvious. By the time future generations may be drawn to the classic car movement, where most vehicles are manual, would they be prepared to retake their test to fulfil their desire for a classic car?

*Keith Nairn-Munro*

# Classic Cars

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ON SALE 15 JUNE-19 JULY

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# Next Month

The September issue of  
*Classic Cars* is looking sharp

## WATERCOOLED PORSCHE 911 AT 25

The affordable, best-value and the collector's  
choices driven. Plus, Jörg Bergmeister on  
racing a 996 at Daytona, Le Mans...



**Plus**

We put a reader in his  
dream Aston Martin DB4

- Epic restoration of a Ford Capri Mk1
- Life story of a one-family-owned Mercedes 'Fintail' • ex-Scottish Rally Jaguar XK120 tested
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## QUENTIN WILLSON

Quentin Willson had a nine-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.



While the rest of the world frets over the increased cost of living, top collectors continue to splash six- and seven-figure sums on the best classics for sale

Monaco's classic car auctions are special. The rarefied vibe of the principality, with its Chanel and Hermes boutiques and billions-worth of yachts slumbering in the marina, makes the perfect backdrop for high-tab car collectors. They glide in by helicopter or jet, elegantly tanned and coiffured, to wander among the sometimes seven-figure objects of desire. Gorgeous women on the arms of lantern-jawed men wear diamonds and watches that would buy a sizeable villa. A secret world of money-no-object car enthusiasts who vie with each other to buy the most expensive collectable cars in the world. The rest of us look and sigh with respectful envy.

The RM Sotheby's jamboree at the Grimaldi Forum in May was no exception. While the rest of the world was agonising over their gas bills, the big hitters were out in force in Monaco paying sometimes record money for historic automotive icons. The ex-Nigel Mansell Ferrari 640 F1 car with 11 Grand Prix wins under its wheels made €3.65m (£3.11m). It had been given to Mansell by Ferrari in 1990. Another treasure from Mansell's collection was the 1991 Williams FW14 that sold for €4.05m (£3.46m). This was the car in which he famously gave Ayrton Senna a lift back to the pits when he ran out of fuel in the '91 British Grand Prix. The FW14 was another F1 machine that was gifted to Mansell at the end of the season.

A prototype Lamborghini Miura SV, one of just 21 SVs built for the US market, and the photo car for the original SV sales brochure, made 2.4 million euros. The €170,000 (£145k) of bills that demonstrated the trouser-wetting costs of owning a Miura can't have worried the successful bidder. A beautiful silver '65 Ferrari 275GTB (one of my favourite cars ever), a French magazine road test car once photographed with singer Johnny Halliday, made €2.03m (£1.73m). A mint and perfect 1958 BMW 507 MkII

roadster with 50-year ownership also made a well-deserved two million. A wonderful factory Daytona Spider – one of just 122 made by Modena – in Giallo Fly yellow with only 34,000 miles was knocked down for €2.59m (£2.21m).

Prices were strong across the board, but so was quality. A '73 Porsche 911 Carrera RS2.7 lightweight, one of only 200 built, and with just one owner for its entire life, made €1.29m (£1.1m), while a lovely '76 Porsche 930 Turbo in its original and rare shade of Seventies Apple Green made €300k (£256k). The €539k (£459k) bid for a fully restored '73 Dino GTS 'Chairs and Flares' might suggest that Dino values are on the rise again, although this was a spectacularly fine example. Even a Citroën 2CV twin-engine Sahara 4x4, the 80<sup>th</sup> of just 85 made, fetched €132,250 (£113k).

## 'Really special collector-grade condition classics with illustrious provenance are still hot property'

My bargain of the sale – and there weren't many – was a rare and very fine condition '57 Radford Countyman Rolls Royce Silver Cloud 1, for €52k (£44k).

So, while the rest of us sweat over the cost of the weekly shop, the gilded visitors to Monaco look to be untroubled by such everyday anxieties. The top of the market seems in rude health. Really special collector-grade condition classics with illustrious provenance are still hot property. While most of us may scratch our heads at how such epic amounts can be lavished on the old car hobby, we should be very glad that business is still brisk.





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## JOHN FITZPATRICK

John Fitzpatrick began his racing career in the British Saloon Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.



A chance encounter with an immaculately restored Mini triggers racing memories, and strikes me as my ideal transport to the great racetrack in the sky...

**O**n returning home for lunch today, I spotted the most immaculate Mini I had ever seen, sitting outside a neighbour's house. A 1965 Austin Mini Countryman (so now nearly 60 years old), it had undergone a top-to-bottom restoration and it looked absolutely magnificent.

The car belongs to our neighbour, whose family are very well-known undertakers and it will be added to their considerable fleet of hearses and limousines. Considering my motor racing career was founded on driving Minis of various types, I think I should book it for my own funeral, which hopefully won't be too soon. It's incredible to think that the design is more than 60 years old, but still looks attractive and desirable. It's probably worth nearly ten times what it cost in the Sixties but inflation has helped.

The car has been fully restored mechanically and the bodywork is probably in better shape than anything that came out of Longbridge or Oxford back in the day. As I've mentioned before, my father had promised to buy me a car if I didn't smoke or drink before I was 17 and, true to his word, there was a new Austin Mini 850 sitting on our driveway a few days after my birthday. I'd passed my driving test a day after my birthday in my mother's

Morris Minor, but now I had my own wheels. I remember on the way back from the test centre, my instructor told me to slow down or I wouldn't have my licence for long. He was wrong. I've acquired the odd endorsement along the way, but that's all.

I couldn't wait to get to the Bull's Head pub at Shenstone, where the Shenstone and District Car Club always met on a Wednesday evening and where some of my older car-owning friends would gather. I decided to enter the Shenstone Rally, which was one of the well-known RAC-controlled rallies, and enjoyed it. I also entered for

some sprints at Curborough and was getting the taste for competition. Then early one Sunday morning, returning from a Welsh night rally, I fell foul of a local tractor driver, banging my head on the roof and having to spend the night in hospital with mild concussion. Unfortunately the car was in a worse state and had to have a new bodyshell.

Of course this presented many opportunities and the car was rebuilt by Broadspeed with a new, lightened shell and a few extra engine upgrades and I restricted myself to the far less dangerous sprints and hill climbs. I then decided to take it off the road and trailered it around to various club race meetings using my mother's Minor as a tow car, which didn't really please her.

I won several saloon car races with the Mini, beating bigger-engined cars. Eventually my competitors moaned so much that BRSCC clerk of the course, Nick Syrett, steered me towards the scrutineering bay after a win at Brands Hatch. They took the cylinder head off to check the engine size; it was spot on 848cc – exactly as it came from BMC, and all the moaners drifted away with their tails between their legs. The success of the car did, in fact, attract many competitors to Broadspeed to have their cars modified, so Ralph

**'It is incredible that the Mini's design is over 60 years old, but still looks desirable'**

Broad was very happy too. I'm still awaiting my commission...

The punchline to the story is works Mini Cooper driver Sir John Whitmore was watching that day at Brands. He was leaving to drive for Ford and put my name forward to John Cooper to take his drive – I did and it set me off on my professional motor racing career.

*John Whitmore*





# ROOM FOR





# FUN

Who says driving enjoyment has to stop when you have a family? From post-war to (nearly) present, here are five fine driver's cars that also have ample room to share the experience

Words JJ VOLLANS Photography JONATHAN FLEETWOOD





**A**sk most traditionalists what constitutes a great driving machine and they'll tell you it has two doors, no roof and a big engine. That's been the standardised formula for driving nirvana for nearly as long as the car itself. As owner's priorities change, fun behind the wheel can often evaporate – but it doesn't have to. A sports saloon not only keeps your pulse racing, but negates the need for a beady eye on the weather forecast or to leave family or friends behind.

These perpetually undervalued performance machines broaden our ability to make great driving memories. They might have extra seats and a roof, but the best remain sports cars at heart. Which of our classic saloon selection disguises this true identity, and which wears it on its sleeve? That's what we're here to find out...

To kick off, we'll slide into the big, comfy armchair seating of the **MG Midgette ZB Varitone**, and before dealing with its driving qualities, let's explore why it's here. There had been sporty saloons before the October 1953 London Motor Show debut of the Midgette, yet few nailed the formula as effectively. In much the same way as Volkswagen's original Golf GTI would come to define the hot hatch, the Midgette took all the established sports saloon elements and fused them into something new.

Period Midgette advertising heavily emphasised the machine's sporting nature. It was even pictured alongside the

300bhp land-speed record MG EX181. The Midgette was also comfortably more advanced than either of the 'proper' sports cars it was sold alongside – the T-type Midget and MGA. It wasn't just its unitary construction, shared with the Wolseley 4/44, which was a first for Abingdon, but also its new 1489cc B-series engine. Unlike much advertising hyperbole before and since, the Midgette had the goods to back it up, which helped MG to sell a total of 36,601 by the end of ZB production in 1958.

What matters today is whether this saloon that's approaching its 70th birthday can still convey the qualities that made it a driver's favourite. Well, for starters the mid-range torque from the B-series immediately makes strides in that direction. NVH wasn't really a consideration in the Fifties – you seem to sense every rotation of its three-bearing crankshaft through your teeth, yet a lovely burble begins in the middle of its rev range. Just as intake and exhaust notes seem to harmonise, the engine finds a sweet spot. Performance below this threshold is best described as unhurried; afterwards, it's very nearly sufficient.

Matters improve considerably when we take this MG through some bends. Its relatively complicated double-wishbone and lower-locating-arm front suspension is twinned with fairly lazy but accurate rack and pinion steering. Despite the steering wheel connected to the latter being roughly the size of the helm fitted to a yacht, it answers well. The whole chassis follows suit, feeling eminently secure and encouraging you to press on. Doing so starts to unravel the fantasy a little, with anti-roll bars being missing in action. It's also best not to ask too much of the

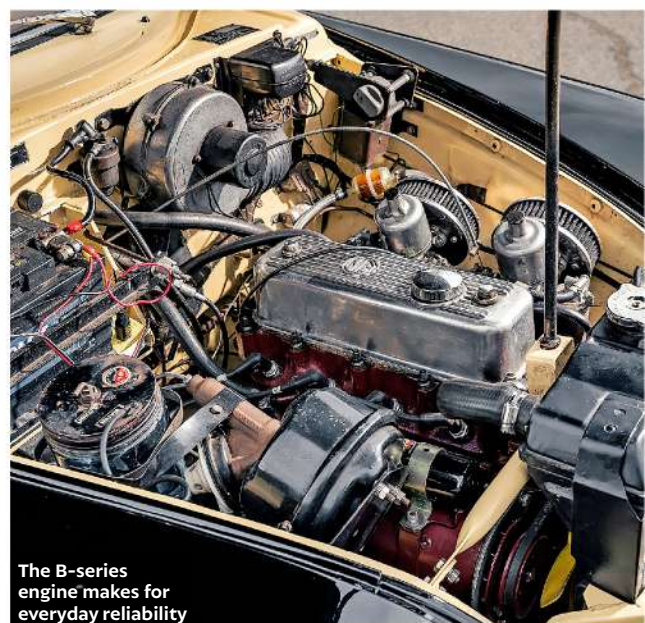




'The Midget was more advanced than the 'proper' sports cars it was sold alongside'



Secure chassis responds well to steering inputs



The B-series engine makes for everyday reliability

centre pedal – this particular example has been gifted a brake servo, but it's still only magnifying pressure to four ten-inch drums.

The best sports saloons have to excel on both the spirited drive and the commute. While it's safe to say there are probably better rugby-club pool vehicles, for most owners wishing to fill all its seats the dimensions on offer in this MG will prove adequate, if intimate. There are some enchanting touches to the interior that offer a treat for the observant. The half octagon of the dash top and the rope door pulls are just two of these – the ever-evocative mix of tweed and wood providing a further feast for the senses.

In common with nearly all early monocoque designs, Midgets attract rust like a lump of iron in a rock pool. It's far easier to point out areas where the Midget doesn't rot, but nevertheless it's worth keeping an eye on the trailing edges of the rear wings and boot floor, plus the rear spring hangers. Terminal rust in the bulkhead and pedal box has also been reported in severely neglected examples, as has a leaky windscreen. The latter is particularly troublesome, because replacement trim is scarce.

This MG certainly offers great value – the entry-level cost for a running and useable Midget is just £4000. A more cost-effective bet would be stretching to a £6000-£8000 cherished example, or even a £10,000 to £12,000 prize winner. The difference in value essentially comes down to the condition of trim and bodywork – mechanical parts are robust and easily replaced.

The Midget remains very attainable, highly tuneable and mechanically fairly rugged. As our opening gambit into the world of the classic sports saloon, we could have done an awful lot worse.



### Owning an MG Midget ZB

Australian David Halliday has had his MG since 2010. 'I got into the Midget because my wife Kerri liked them, I was more of a sports car fan,' he explains. 'We bought our first one back in 2002 when we were still in Melbourne; we still have it over there. While I was living here in the UK I thought that I'd better buy a Midget.'

'It's only come home on the back of a recovery truck three times. – the big end bearings went, leading to an engine rebuild. A chap called Peter Martin is effectively the global parts supplier – he's great. I cover about 1000-1500 miles a year, mainly to shows. Midgets are pretty straightforward and I'm quite mechanically adept, so it's mainly just keeping on top of servicing and grease points.'

### 1958 MG Midget ZB Varitone

**Engine** 1489cc, inline four-cylinder, ohv, twin SU H4 1½-inch carburettors **Power and torque** 68bhp @ 5400rpm; 83lb ft @ 3000rpm **Transmission** Four-speed manual (synchromesh on second-fourth), rear-wheel drive

**Steering** Unassisted rack and pinion **Suspension** Front: independent, coil sprung with double wishbones and locating arms, telescopic Girling hydraulic dampers (fitted within the coil springs). Rear: live axle with half-elliptic leaf springs, telescopic hydraulic dampers (angled)

**Brakes** Drums all round **Performance** 0-60mph: 18.5sec.

Top speed: 86mph **Weight** 1123kg (2476lb)

**Fuel consumption** 31mpg **Cost new** £915

**Classic Cars Price Guide** £6000-£15,000





Wood veneer and vinyl reflects the Cortina's social climb



'Kent' engine needs pushing to give its best



1600E fuses luxury and space with Lotus handling

No sports saloon selection would be complete without a Ford – and jumping forward a decade from the MG into the Sixties, we're spoiled for choice. The original Cortina or Escort in GT guise would have done, though as Ford's period ad pointed out, 'New Cortina is more Cortina'. It might have only been 2½ inches 'more', but Ford's new-for-1966 follow-up boosted its social aspirations as well as its dimensions.

By the mid-Sixties, Ford UK was gearing up for sales dominance, its new Cortina having one main purpose – to break the stranglehold of BMC's 1100/1300 as Britain's best-selling model. The new Ford achieved it too, just a year after going on sale. A shift upmarket was also envisioned at Dagenham with well-heeled appeal split between the MkIV Zodiac, Corsair and **Ford Cortina MkII 1600E**. The UK's emerging executive class largely ignored the first two, but couldn't get enough of the latter.

The 1600E comprised the chassis strengthening and lowered suspension from the Dagenham-built Lotus Cortina MkII, matched to the Cortina GT's 1599cc 'Kent' engine. It was loaded with additional equipment too – better soundproofing, a three-spoke sports steering wheel, comprehensive instrumentation and hand-painted pinstripes. At launch in 1967, it stood head and shoulders above the more pedestrian Cortina range.

What separates the 1600E from the Magnette right away is its Tardis-like cabin. The MkII Cortina isn't a large car, yet driver

and passenger have an astonishing amount of room. The plush, well-appointed cabin also boasts yards of wood veneer and vinyl. The driver sits before a shamelessly American-inspired three-spoke alloy and leather-trimmed steering wheel. A clock – Ford's sign you'd arrived – is present and correct in the centre console. It feels airy in here, with a glasshouse that's barely impeded by super-thin pillars.

By contrast to the willing nature of the MG, the 1600E almost feels reluctant at first – its engine being slightly coarse and disinclined to rev. The car's cabin muting and desensitised (recirculating-ball) steering also add to its somewhat remote nature. The 1600E doesn't feel as sporting as expected, preferring to play the laid-back cruiser role. Dig a little deeper and I begin to be rewarded, though I'm having to work it quite hard. Acceleration is comfortably superior to the MG's, of course, though the sensation of same isn't.

With far more accomplished suspension, consisting of MacPherson struts and a front anti-roll bar, the 1600E makes up for a lot of lost ground when it hits the bends. Grip from this Ford's five-and-a-half-inch radial tyres is a world away from the MG's crossplies. Common to both saloons however, is the near-total lack of lateral support from the seats. It's amplified in the Ford because its chassis is that much more proficient. During spirited spells at the helm, all you can do is hold the wheel tight while relying on your own core strength to stop you sliding right off the seat – the passengers don't even have that option and there's not a grab handle in sight.





## 'The 1600E featured the lowered suspension from the Lotus Cortina MkII'

You won't get much change from £20k if you're in the market for a very good 1600E like this one. Projects aren't really out there, with most surviving examples having now been restored into pampered show cars. The Kent engine isn't especially refined, but if it grumbles or excessively vibrates, check the mounts before inspecting the bottom end for bearing wear. Jumping out of top gear has been known, as has a weak, crunching second-gear synchromesh. Having said all this, rust is by far the biggest issue with any Ford – the steel used was thin and hardly protected in this era. In addition to the usual spots (wheelarches, sills, etc) look for rot on the bonnet leading edge, in the engine bay and underneath the jacking points and chassis legs. If you're feeling ambitious, remove the rear seat to inspect the suspension mounting area too.

The 1600E was considered a classic long before its siblings and most of its rivals. Its original purchase price of just under £1000 put it beyond the means of a large proportion of traditional Ford customers, yet it wasn't too far out of reach to seem unattainable. In other words, it was the perfect blend of aspiration and affordability, something Ford gets right time and time again.



### Owning a Ford Cortina 1600E

Jeffrey Letch has had his dream car for the past 13 years – and in that time has had it comprehensively restored. 'My first car was a MkII GT that was written off outside a petrol station. I always vowed that once my three sons were off-hand, I'd buy another. I bought this one along with two others. One turned out to be a Savage, which I've kept. I wanted to do this car with the best people and tools available – and that's why it's cost nearly £30k to restore.'

'I did things like drive to the Czech Republic to buy the genuine, original light bezels. It needed a lot of the usual welding to the sills and front end; effectively everything else is brand new – engine, propshaft, etc. The car's been absolutely fine ever since it was restored. I don't take it out in the rain and it's only really used for family trips.'

### 1970 Ford Cortina MkII 1600E

**Engine** 1599cc, inline four-cylinder (Kent crossflow), ohv, single twin-choke Weber 32 DFM carburettor **Power and torque** 92bhp @ 5400rpm; 97lb ft @ 3600rpm

**Transmission** Four-speed manual, rear-wheel drive

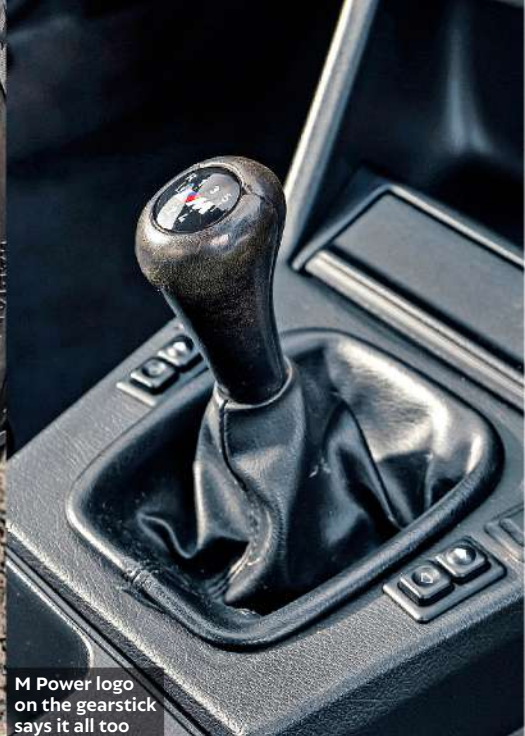
**Steering** Recirculating ball **Suspension** Front: independent via MacPherson struts and coil springs with anti-roll bar. Rear: non-independent live de Dion axle suspended via semi-elliptic leaf springs and trailing radius arms with telescopic hydraulic dampers. **Brakes** Discs front, drums rear

**Performance** 0-60mph: 12.5sec. Top speed: 95mph **Weight** 990kg (2183lb) **Fuel consumption** 31mpg **Cost new** £982 2s, 1d **Classic Cars Price Guide** £3750-£12,500





BBS alloys – synonymous with Eighties BMs



M Power logo on the gearstick says it all too



Curves and chrome set the Magnette in the Fifties



Octagon theme is reflected on MG's dashboard



Has any other Ford been so aspirational?



Lexus wheels appear hewn from the fabric of time





'Chronograph' IP  
conveys quality  
connotations



This badge was  
a magnet for  
Sixties execs



Full MG octagon  
is given pride of  
place on grille



A small detail, but  
it just *has* to be an  
early Dolly Sprint



Manually override  
a Lexus auto 'box?  
Not really necessary



Pure anger exits  
from the 325i  
Sport's pipes





**B**y the Seventies the sports saloon had really come of age. Ford showed that, because of motor sport success, it could sell ship-loads of Escorts. Other makers wanted a slice of the action – Triumph chief among them, with the Dolomite deemed an ideal base for something fruity. Led by Rover's Spen King, the **Triumph Dolomite Sprint** engineers won a Design Council award for the new model's innovative single-cam, 16-valve cylinder head – and British Leyland advertising literature of the time incorporated one of the best puns of the era, 'The award has gone to our head.'

This is an early Sprint (car number 1527), a fact denoted by its striking Mimosa Yellow paint. This sunny shade was the only colour Sprints came in from their introduction until August 1973. The cabin has elements of both the Magnette and the Cortina, with wood and vinyl accoutrements along with seats as bolster-less as our earlier pairing, although at least the Sprint's pews offer prodigiously deep cushioning. The ride proves equally forgiving on my lower back.

It's impossible to ignore that clever slant-four engine, which emits conspicuously sportier notes than anything of the other cars we've sampled thus far. Performance is peaky, as expected for a 16-valve engine, although there's also a decent amount of torque. Keeping below 3500rpm, you still have enough urge to get around in most situations, though where's the fun in that? Taking the engine speed up into its top range provokes a guttural

growl as the pair of HD6 SU carburettors suck in ever-increasing volumes of air and fuel. Home in on the engine's 5700rpm redline and you're rewarded with a distinctive yowl as the 2.0-litre unit emerges into its powerband and forward momentum builds with renewed vigour.

Despite this Sprint approaching quinquagenarian status, its power delivery feels far more up-to-date than the previous cars'. Perhaps it's because we've been spoiled by so many excellent 16-valve four-cylinders since. Whatever the cause, Triumph engineers should be applauded, though we do mourn that 32-valve V8 engine (two Sprint motors) we could have had.

The engine might be the undisputed star of the show, but its chassis is also worthy of praise; just as well, because carrying speed in the bends is preferable to trying to use the brakes. Hitting the centre pedal feels like standing on a semi-thawed 12oz steak – there's no feel whatsoever. The Sprint's braking system was essentially made from the stoppers of the Dolomite 1850 with revised front pads and a pressure regulator for the larger rear drums. An odd decision, with enlarged rear brakes – especially drums – having little effect on overall performance.

Despite its shortcomings, this old Triumph has a nimble nature that makes it great fun to chuck about. The gearchange is pretty accurate and fast but get too carried away and you'll crunch a synchro. The steering's light on the move yet weighty as the front axle digs in, before understeer takes over. Lots more throttle mid-corner breaks the inner tyre's traction – this Sprint lacking the optional limited-slip differential – though backing off

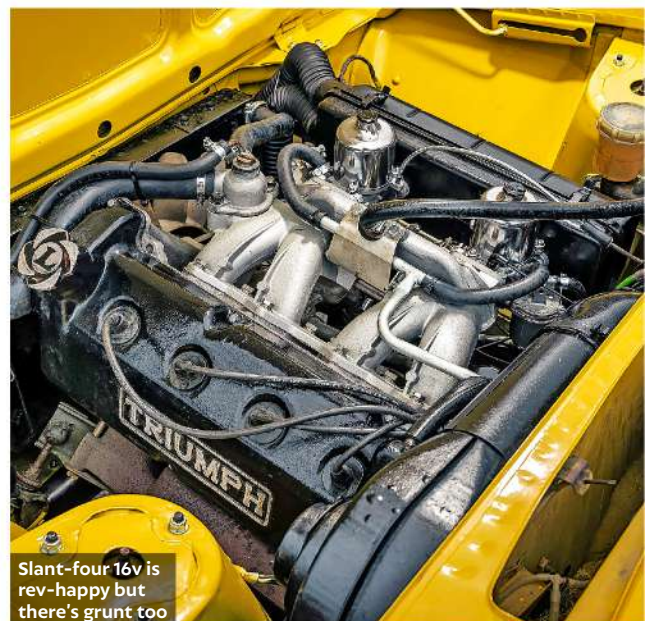




The Sprint lives up to its name. It's nimble as well



Wooden dash and bolster-free seats (but they are plump)



Slant-four 16v is rev-happy but there's grunt too

## 'The engine is the star of the show, but its chassis is also worthy of praise'

doesn't prove either surprising or scary. You can easily exploit every bit of 127bhp performance this fun little car has.

Sprints have traditionally been one of the cheapest routes into Seventies performance. That situation seems to finally be changing – and once again, it's a rival Ford that's pushing up values. Escort Mexico values have taken on a ballistic trajectory and those priced out have looked around for something cheaper, with the go-faster Dolomite making an excellent alternative. Rusty but complete project cars that used to be priced at £500 are now fetching £2500 – and you'll need to double that latter figure for something worth having. Add another £5000 to that for the very best examples.

Having emerged from what's often regarded as the worst period of industrial output in the history of British car production, if a Sprint hasn't been bodged by its former owners, then it probably was at the factory. Keep a keen eye out for water ingress in the cabin and crusty steel under a vinyl top. Most problems come more from the cars being worth very little for a long time rather than inherent flaws – but either way, you need to do your homework before breaking into Sprint ownership.



### Owning a Dolomite Sprint

Chris Earle runs Sprint specialist Savage Works Restoration, based in Nuneaton, so all he does all day every day is look after Dolomites. 'My old man had a Magenta Sprint and I always wanted one of my own. It

was the memories of that car that really got me into them. I didn't get around to it for a while, but one day I bought one... and then another and another. Now I have around 20 of them. I like them as a stock standard car; they just drive so much better if they haven't been messed around with.

'This one was restored by a previous owner around 13 years ago, but it's a car that's always been on the road. We put a new vinyl roof on and painted it. The only thing I've done is buy new brakes from the Dolomite Sprint Club, which was brilliant for all the hard-to-get parts.'

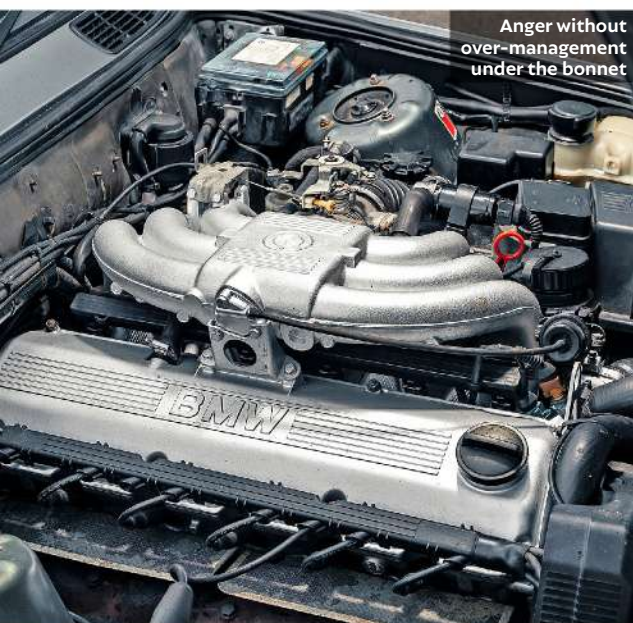
### 1973 Triumph Dolomite Sprint

**Engine** 1998cc, inline four-cylinder (slant four), sohc 16-valve, twin SU HS6 34 carburettors **Power and torque** 127bhp @ 5700rpm; 122lb ft @ 4500rpm **Transmission** All-synchromesh four-speed manual with optional overdrive, rear-wheel drive **Steering** Rack & pinion **Suspension** Front: independent coil sprung struts with hydraulic telescopic dampers, upper wishbone with lower control arm. Rear: de Dion axle with radius arms, coil springs and hydraulic telescopic dampers. **Brakes** Servo-assisted discs front, drums rear **Performance** 0-60mph: 9.1sec. Top speed: 116mph **Weight** 1015kg (2237lb) **Fuel consumption** 24mpg **Cost new** £1740 **Classic Cars Price Guide** £5000-15,000





Driver-focused cabin with M Power badge on wheel



Anger without over-management under the bonnet



BMW's sharp Eighties lines are all about aggression

Upon reading the term sports saloon, we'd wager a fair few of you conjured up a BMW roundel. After all, the Munich maker has tried to corner this market segment for more than 40 years, earning fame by making fast, class-leading saloons.

If the Seventies had been formative, then the Eighties were transformative. The BMW 2002 (E10) and first-generation of 3-Series (E21) had set the blueprint for Munich's take on the fun driver-oriented four-seater. The second-generation (E30) took that baton and ran with it. The badge was undoubtedly one of the main draws, but its clean and boxy Boyke Boyer lines – penned under the gaze of Claus Luthe – also helped make it an icon of the era of excess. Just below the homologation-special M3 at the top of the tree was the 1985-on **BMW 325i Sport**. A yuppie favourite, this six-cylinder sports saloon proved as moreish as a certain white powder, though fortunately driving a 325i provides the kind of high that keeps your septum intact.

Let's get the obvious out of the way first. This BMW has two rather than four doors. In classic BMW circles, more doors mean less desire. That's reflected in the vast differential in values between two- and four-door E30s. Often wrongly described as a coupé, the 3 Series in front of you is, in fact, a two-door saloon. A clear pecking order was established early on – the four-door was aimed at the family man, the two-door was for the young, thrusting executive. This E30's cabin therefore does sacrifice a

little rear passenger leg and head room... well, quite a lot actually. If you're older than eight you will struggle to fit comfortably. Front passengers are, however, amply ensconced.

Cosmetically enhanced with 'M-Tech' aerodynamic goodies – incorporating a revised front splitter, rear apron, skirts and wing – the UK-market 325i Sport we have here was noticeably slicker. The transformation wasn't just skin-deep; it got a stiffer chassis via revised gas-filled dampers, new lowering springs and thicker anti-roll bars. Wider rubber was also deployed to make the most of these enhanced abilities – 6.5J 14-inch from 1986, seminal 7J 15-inch BBS alloy wheels thereafter.

Slipping down into the driver's seat is like sliding on a pair of warm socks. The seat is by far the most supportive of our group, with the Sport's three-spoke leather steering wheel positioned perfectly. In an age when brand image was becoming of paramount importance, it's no shock to see the BMW M Power badge staring you right in the face. This overwhelming first impression when readying for a drive in this BMW is that it feels tailored rather than assembled. Its centre console being skewed toward the driver is a subtle nod that this machine's interaction with you is the most important part of its existence.

Dynamically, the 325i Sport is close to revelatory for an Eighties product. This era represents BMW's halcyon days, when it barely put a foot wrong. Turn into a tight corner at speed and this E30 fanatically holds its line. If you pile on the speed, its 205mm front tyres will gradually begin to push wide, but adding a little throttle translates understeer into mild oversteer, which is





## 'Dynamically, the 325i Sport is close to revelatory for an Eighties product'

wonderfully linear in its transition. The tail-out trademark BMW heroics prove to be surprisingly difficult to replicate.

The 325i is one of those models that previous owners wish they'd kept hold of – not only is it fantastic to drive, it's also appreciating faster than bitcoin. Retro car fanciers in the States are largely responsible, as are the car's innumerable appearances in music videos over the past decade. The Eighties has become the decade of cool, and few products from the era have become as coveted as this shark-nosed symbol of success. Entry into this six-cylinder culture club starts at around £8000-£10,000 for a two-door or £5000-£7000 for the less popular four-door. The M-Tech model is in another league entirely, with nothing short of £20,000 needed for even a high miler – the very best are now topping £50,000.

The insulation in this BMW mutes the theatrics a bit too well, that six-cylinder engine only making itself known above the background at high rpm. Wind noise is louder than in a contemporary Mercedes 190E, but thankfully you can still hear the engine having a workout. The 2.5-litre M20 at full chat reminds you that Munich used to make some of the angriest sounding six-cylinders out there.



### Owning a BMW 325i Sport (E30)

Ryan Corton has been a self-confessed BMW nut for most of his driving life and bought this 325i in 2019 after noticing the supply of good examples had diminished.

'I always wanted one, I remember them well from my early teens. I looked through magazines and online, and came across this one up near Bradford. The car was about half as good as it is now, but was still worth buying. It was off the road for a year getting various things done, including new linkages for the transmission, a new clutch, various bushes and hoses and a new oil pump. That all came to £2500. It was like new afterwards and it's been an absolute joy since. I bought it right on the brink of the pandemic, so I've haven't used it as much as I'd hoped, but it's still cost between £400 and £600 a year to service.'

### 1989 BMW 325i Sport (E30)

**Engine** 2494cc inline six-cylinder (M20B25), sohc, Bosch ME-Motronic electronic fuel injection **Power and torque** 169bhp @ 5800rpm; 167lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Power-assisted rack & pinion **Suspension** Front: independent MacPherson struts with lower control arms and anti-roll bar. Rear: independent semi-trailing arms with coil springs and separate telescopic dampers and anti-roll bar. **Brakes** Servo-assisted discs (vented front, solid rear), ABS **Performance** 0-60mph: 7.2sec. Top speed: 138mph **Weight** 1209kg (2665lb) **Fuel consumption** 29mpg **Cost new** £14,095 **Classic Cars Price Guide** £3750-£12,500





**O**ur final contender is both significant and poignant. Not only is it our only Japanese offering in this test, but it's also the model that reflects a change in buying habits that might well spell the death knell of the sports saloon altogether. The third and current generation of the Lexus IS300 will be its final iteration, because around 80 per cent of new drivers prefer the elevated driving position of the company's SUVs.

Lexus might have been late to the sports saloon party, but it made up for it by making an absolute stonker. The **IS300** is the 3.0-litre version of the first-generation IS200 – the base model launched in Japan as the Toyota Altezza in 1998. The IS200 landed in the UK a year later, while the IS300 didn't reach Britain until 2001 – and only then in miniscule numbers. Developed with the intention of taking on the BMW 3 Series, Audi A4 and Mercedes-Benz C-Class it had to be a compact, entry-level luxury saloon that was also great to drive. That last element was effectively guaranteed when Toyota put Nobuaki Katayama in charge. The former racing driver-turned-engineer had a development CV that included both the Toyota Corolla AE86 and MkIV Supra. With a 2JZ-ish heart from the Supra driving the rear wheels, the IS300 promised to be something special.

Let's make it clear right away, this isn't a four-door Supra – the 2JZ-GE engine lacks the turbos for a start. The pillars of the Lexus brand, established with the LS400 in 1989, were luxury,

engineering quality and driving dynamics. The emphasis fell harder on the first two prior to the arrival of the IS, but it's also immediately clear that the IS300 redresses that balance in favour of driving fun. This is no wallowy luxury barge – instead the IS300 feels taut and nimble, but the cardinal sin of the sports saloon thankfully hasn't been committed, in that the ride quality remains excellent. Its firm body control and compliant damping places it somewhere between the respective philosophies of the 3 Series and a C-Class; in other words an ideal compromise.

This Lexus is fitted with the optional yet popular five-speed automatic transmission, which means docking it a few points on the driver-interaction scale, although its changes are rapid and precise, especially in 'Sport' mode. As with many more modern automatic transmissions, you rarely feel the need to manually override it – even though that's an option, and one best deployed on motorway slip roads.

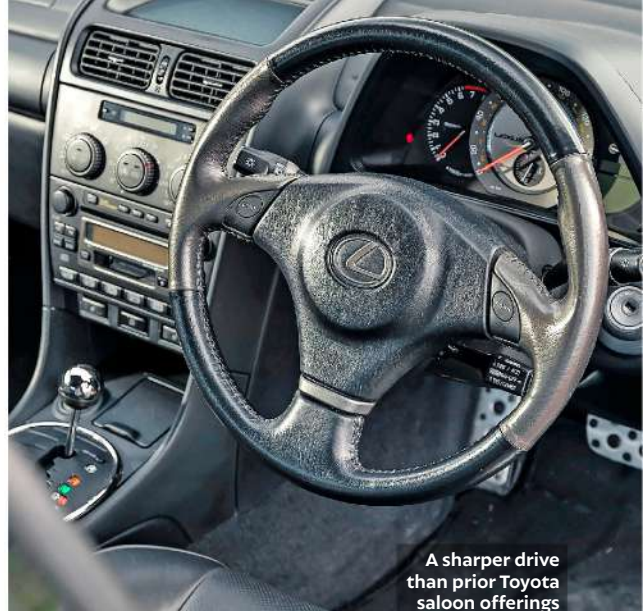
The cabin in this Lexus is an interesting mix between Toyota parts bin and genuine luxury. There's no way you can or should ignore its 'Chronograph' dial – the speedo, rev counter and the majority of its instrumentation neatly contained within a dial resembling a posh watch, which was thankfully deployed with careful consideration. Those aforementioned Toyota bits also don't feel intrusive, the money clearly having been spent on things like suede door cards, a leather wheel and the exquisitely trimmed and heated leather seats. There are enough mod cons in here to make you feel pampered without being nannied, keeping attention on the important job of driving.



'Putting an excellent original IS300 like this on your drive will set you back just £5000'



This is a rare car, but well worth seeking out and great value



A sharper drive than prior Toyota saloon offerings



The 24-valve six makes 215bhp and sounds glorious

Speaking of which, this Lexus certainly doesn't hang about. Its double overhead-cam 24-valve engine produces 215bhp, which proves enough to get you to 60mph in a whisker over seven seconds. The guttural sound it makes while doing so is enough to make your knees go weak, making peak torque at just 3800rpm. That, combined with its relatively long gearing, make the IS300 feel relaxed and swift, rather than rampant.

We'd be lying if we said there was a thriving market for the IS in either 200 or 300 form, although the former is cheaper because of the far greater availability of that version. You can still find worthwhile IS200s for £2000, but the same cannot be said of the IS300. Finding either in factory standard condition will prove to be an even greater challenge. Perseverance can pay dividends however, because finding an excellent original example like the car featured here and putting it on your drive will set you back just £5000. That is a ridiculously low sum for such a talented machine. Oh, and as for what goes wrong – it's a Toyota, so very little. A few niggles have been reported such as autochangers and AC servos failing, although really a cracked radiator cap and mild corrosion are likely to be the worst faults you'll encounter.

The NVH levels are comparable with a modern car, despite this machine being 21 years old already. The old 'surely I can't be going *that* fast?' when you glance at the speedo sums up the IS300 experience. Happily, scrubbing off this Lexus' prodigious pace is a doddle because its brakes are comfortably the best of our bunch. But then again, they should be really. This all makes the IS300 an exceptional all-rounder, but is it the sports saloon of choice?



#### Owning a Lexus IS300

Richard Moulds bought this Lexus in August 2017 from the Sheffield main dealer on something of a whim. 'I was after a car with a large petrol engine that was rear-wheel drive. I'd never really considered a Lexus; it just popped up in an Autotrader search. The one previous owner traded it in, but always serviced it at the dealership. There's a stamp every year from 2002. The car has cost me nothing apart from the usual wear and tear items. The only issue was a slight weep from the water pump within the first week of ownership, which Lexus sorted – they had sold it to me with a full used-car warranty because it was a known car. How many other marques would put a 15-year-old car on its forecourt with full warranty?'

#### 2002 Lexus IS300

**Engine** 2997cc, inline six-cylinder (2JZ-GE), dohc 24-valve, indirect injection with VVT-I (variable valve timing)  
**Power and torque** 215bhp @ 5800rpm; 218lb ft @ 3800rpm  
**Transmission** Five/six-speed manual or switchable mode four/five-speed auto, rear-wheel drive  
**Steering** Power-assisted, speed-sensitive rack & pinion  
**Suspension** Front: independent double wishbones with high-level anti-dive control arms, coil springs and anti-roll bar. Rear: independent, double wishbones and coil springs and anti-roll bar.  
**Brakes** Servo-assisted discs (vented front, solid rear), ABS  
**Performance** 0-60mph: 7.1sec. Top speed: 143mph  
**Weight** 1490kg (3285lb) **Fuel consumption** 35mpg  
**Cost new** £26,700 **Classic Cars Price Guide** £5000-7000



They're all lucky owners, but whose drive home do we envy the most?



'The BMW is old enough to look and feel special, yet new enough to still use regularly'

**A**ll of the sports saloons featured here offer something different and are all compelling in their own way. The Ford Cortina 1600E excels as a comfortable yet swift cruiser, though it lacks excitement behind the wheel. Nostalgia and looks are on its side, plus there's no shortage of buyers. Along with the BMW, it's probably the safest place for your money.

The MG proves surprisingly entertaining, in spite of its modest performance and relative simplicity. The Magnette is a doddle to upgrade, doesn't cost a lot and rarely goes wrong, though there's not much of a market for them out there.

The Dolomite is loud and lacks finesse in the cabin, although driving it will probably put a bigger smile on your face than any other car here. The engine's great fun to rev out and the chassis, though not as accomplished, does a fair job of keeping up.

Objectively, the BMW is the best machine here. Its grip is prodigious yet not so much it saps the fun, even at sensible speeds. You won't want to do those, though – this 325i pushes you to go that bit faster. Values have climbed steeply, though a

lot of frankly average examples offered for sale recently have seen the model plateau. This will likely be the case for the short term until demand outstrips supply and we see another climb.

That leaves us with the IS300. The stereotypical image of the Lexus brand doesn't bond at all with the experience of driving this incisive saloon. Its chassis is as good as the contemporary BMW (E46), yet it's yours for roughly half the price and is considerably rarer. Finding one that hasn't been modified will be your biggest challenge, although £5000 will easily bag you a great and largely forgotten sports saloon.

Finding an outright winner among such a diverse bunch isn't easy, but if it were my money I'd probably have to go for the BMW – although the temptation of buying most of the rest of these models for the same £20k outlay is also a tempting prospect. The E30 has a toe in both the classic and modern spheres. It's old enough to look and feel special, yet new enough to still use regularly without having to be on first-name terms with your chiropractor. I'd probably regret it the first time I saw a Dolomite Sprint or MG Magnette out on the road, but once I was on a Welsh mountain pass or Yorkshire moor top route, I'd soon remember why it was the right decision.



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# 'We'd collect new cars from the factory, and race each other back to run them in'

Veteran car dealer **Nicky Porter** reveals the secrets from his 56 years selling cars – including unorthodox bull-market tactics, roping in Royals for marketing, and running-in cars the old school way

Words RICHARD MASON Photography NICKY PORTER ARCHIVE

**N**icky Porter's career began in 1963, pitching Jaguars and Triumphs from a Hereford dealership. Four years on he opened his own Mercedes-Benz Service Dealership, Oakley Services, in County Durham. Nicky is adamant that selling new cars is an entirely different game to Arthur Daley's archetypal used-car business in TV series *Minder*, all plastic flags and fluorescent windscreen stickers.

'A used car is unique, with a history via different owners and the way they've treated or mistreated it. I wasn't trying to reassure someone that a 70,000-mile car is good for another 70k miles and hasn't been a write off. Back then used cars suffered all sorts of abuses from car dealers. Sawdust in the gearbox, newspaper and filler in rust holes and sales patter that could fill a book. You know the sort of thing – if challenged that a car has had lots of owners the salesman would turn it into a virtue, saying, "Oh yes it's a very popular model."

'Instead, I was selling a range of brand-new cars from a particular manufacturer with proper warranties. There was nothing to hide. It boils down to three things, first the benefits the car will bring the customer, next the quality of our after-sales service and finally how they feel about us. Once they become a customer our repeat sale will depend on how we've treated them when their car comes in for service.

'I had no training, instead learning as I went along, relying on my wits. For example, I realised the Triumph Herald's tight turning circle made it an ideal learner's car. So I contacted two dozen driving schools in the area, typically one-man bands in those days, trying to sell as many as I could. It worked, plus there was the chance people who passed their test in a Herald would become potential customers, with a nudge from the instructor.

It's about volume – sell as many as you can for the bonuses from the manufacturer, or at least don't lose your franchise.'

Nicky recalls that while Jaguars were transported to the dealership, the Triumphs had to be driven from Coventry. 'Several of us would go to the factory every so often to collect mainly Heralds and 2000s. On the way back we would have some great dust-ups racing one another back. In those days there wasn't much on the roads. So by the time we got them back to the garage they were run in.

'I learnt my first rule in sales, never be put off by a customer's appearance. Around closing time in the Jaguar showroom a scruffy farmer came in, cow muck all over his overalls. He'd parked his grey Austin A55 Farina nearby. The other sales people ignored him. However I made myself available. Within 30 minutes, I had him signed up for a Jaguar 3.4 Mk2 we had sitting in the showroom, in British Racing Green with chrome wire

wheels. To pay, he produced a brown paper bag with £2000 in it. A lot of money in 1963. Apparently he'd just sold a Hereford Bull at the market for nearly £10,000. He never even went for a test drive. What sparked his interest was seeing the Jag parked at the market. This was another of my ploys, plonking our cars near the market. It worked.'

Recalling another scruffy customer, 'A gentleman was looking at our selection of Mercedes-Benz cars. He was wearing dirty overalls covered in sawdust and saw dust clinging to his ears. Turned out he was the owner of a saw mill. He bought a burgundy red 450SE, a very expensive car, without blinking an eyelid. Again no test drive. I reckon about a third of customers never ask for a test drive. Maybe it was lack of confidence, feeling under scrutiny with me sitting beside them watching them drive an unfamiliar car.

'Conversely, I soon learnt that a posh-looking person in a blazer had to be treated carefully because some were real spivs with no money, test driving cars they couldn't afford.'

'A scruffy farmer came in and paid £2000 cash for a Jaguar Mk2'









1967 – Nicky's rally Mini Cooper with Oakley sponsorship



Oakley service station in 1964 (above), 1977 (below) and 1979 (right)



1977 SLC with Oakley Service sponsorship



1982 – £250 award for best aftersales dealer 1981



Nicky receives his Galant demonstrator from Colt MD Jack Morris-Marsham



Right and left: Nicky receives dealer awards from Mitsubishi MD Peter Beaumont



Nicky's fledgling Mercedes-Benz Service dealership was allowed a 10% discount on new cars. 'That profit margin was a lot of money to me because Mercedes-Benz cars were very expensive. Having a hobby as a rally driver helped get people into the showroom – they'd talk to me about rallying and before they know it I'm showing them a new car. I had two rally cars, a Mercedes 450SLC and a 1275 S Mini Cooper [as featured in the Life Cycle, *Classic Cars* June 2021]. Both had my garage name on the side as well as my name. We would put a rally car in the showroom to draw people in; then once the customer was in, just keep them talking, about anything, building the rapport.'

'Often it's a question of two ears and one mouth, using them in that proportion because a customer will tell you how to sell to them. But you have to listen, because one day they will come and buy. Sales people in their anxiety to close a sale frighten people off. So if people can come and natter to me about rallying and the price of petrol without me doing a sales job they'll be back. Being active in the local car club scene helped too. It's about being known and getting a good reputation.'

Selling new cars also keeps the supplier happy, as Nicky recalls. 'In 1973 Mercedes-Benz offered us a full sales franchise. However, we had to jump through several hoops and deposit £100,000 with the manufacturer up front, a monumental sum of money at the time, so we declined its offer. Was this the worst business decision I ever made? I will never know!'

Visiting the Motor Show in 1978, Nicky dropped by the Colt stand, coming away with a sales agreement. 'It's funny, Colt avoided using its parent's name, Mitsubishi. I guess in those days it sounded too foreign. Back then brand loyalty was high, people would buy the same make their parents had. So selling Colts meant overcoming allegiances. We had to broaden our sales tactics. One idea was 'Ladies' Evenings'. It's a fact that women are often ignored in car showrooms; we aimed to put that right with these evenings. Besides having a car in the showroom we would have a beautician and a hairdresser – that was the bait. Our service manager would then give a talk about checking their cars, tyres, oil levels etc. He used to send himself up and get everyone laughing. We really tried to encourage ladies to buy cars on their own. Once we got people into, say, a Colt Mirage, the car sold itself because they were that good. Another tactic was sponsoring a hole-in-one competition on the local golf course. If someone got a hole in one at the hole where we'd parked a new Mitsubishi they would win it. Nobody did though. It was a low-risk to us anyway, because we bought insurance in case it happened for about £300.'

'As a local business there was only so much we could afford to do, whereas Mitsubishi could offer cheap finance and sponsorship at a national level. In the mid-Eighties Mitsubishi brought out the Shogun, which attracted a lot of attention. This led to me being caught unawares when the then-England cricket captain Ian Botham walked in wanting to buy one. Shoguns also got us involved in horse events, either as sponsors or part of a Mitsubishi initiative. At one point-to-point I got Princess Anne's daughter, Zara Philips, to pose with our Shogun with our name on the side. It would have been great publicity but discretion meant we just displayed the photo in the showroom.'

Staying with Shoguns, Nicky recounts the story of a lottery winner. 'During March 1996, a local farmer came in and bought a new Mitsubishi Shogun. We had to tell him that there would be a two-week delay before delivery. Meanwhile, on a weekend break to Amsterdam, he was alerted by his family that he'd won the lottery. Realising that the winning ticket was in his



Ford Granada, which was parked at the airport, he hot-footed it back to the UK terrified that someone might steal the car. After claiming his winnings he rang us up and piled as many accessories onto the Shogun as possible. It was a big win – £5.7m. He had plenty of change from the Shogun!

'The Colt Galant was another good seller, even catching the attention of the local vicar. On the test drive I could tell he wasn't cut out to drive manuals. Eventually I persuaded him to try an automatic. That was a tense time getting him to forget his left foot. Anyway he bought one. After a couple of weeks he rocked

up at the garage, chastising me for not introducing him to automatics before! And that's all part of the job, educating customers to buy the car that suits them, otherwise later on they'll be unhappy with it and blame us.'

'In 1995, when the Carisma GDi came out, we had a fuel consumption competition with a new car as the prize. I remember doing many road tests with customers and eventually

ended up with a semi-finalist. We were then invited to drive from near Gatwick Airport to the Eiffel Tower. It was a very strictly run drive. Our customer/driver was really good and we got to the Paris finish with a few minutes to spare with no penalty points. When the results were announced our man had placed second. The driver who won was late at a couple of time checks so I'll never understand how he won.'

'My only real confession is inadvertently selling a Mitsubishi Carisma to a customer which turned out to be older than his part-exchange, which he'd had for a year. We discovered this later via the chassis number. Maybe the replacement car sat around in the supply line for months because of its colour, or simply that manufacturers temporarily lose track of cars. Anyway, we kept quiet about that!'

'The launch of the Evo was an opportunity for us because me and my son Julian were rally drivers. We campaigned an Evo 3 which got us publicity. I'm sure some people came for test drives just so they could experience being driven by a rally driver. Arranging for our dealership to be one of the time controls on the RAC Rally again raised our profile. Those were great years.'

Nicky says a lot has changed in 56 years. 'Buying over the internet and personal leasing has transformed customer buying behaviour. Nowadays you can have a car delivered to your home and if you don't like it then you just return it.'

'And if people do come into the showroom the conversation invariably starts with, "What can I have for £299 per month?"'

'If people can come  
and natter to me  
about rallying,  
they'll be back'



# SENT TO COVENTRY

This car was one of the first Jaguar E-types Britain saw, be it in action at Shelsley Walsh, or as Browns Lane's local demonstrator. Today we drive it

Words SAM DAWSON Photography LAURENS PARSONS







**O**n 27 August 1961, a 16-year-old lad by the name of Robert Grounds stood in the summer sunlight by the startline at Shelsley Walsh with his camera in hand. He had no choice in being brought up a motor sport enthusiast. As the son of Birmingham Jaguar dealer, Webasto agent and rally driver Frank Grounds, he'd watched his father win the Team Prize for Jaguar in the 1953 RAC Rally in an XK120. In 1955, Frank became the first person to win a race in a Mk1 saloon.

The Grounds were at Shelsley for the hill climb, specifically to see Betty Haig compete in her XKSS. However, even as specialised racing machinery queued for a fast run up the hill, young Robert found himself transfixed by the captivating road car that Midland Automobile Club race steward Sammy Newsome had casually parked in the paddock. As a car enthusiast and the son of a Jaguar man, he was aware of the new E-type through photographs and breathless magazine reports from the Geneva Motor Show. But here, for the very first time, was an E-type roadster in the shimmering Opalescent Green metal.

I'm now looking at that very same E-type, chassis number 850036. From a 2022 perspective it's difficult to get into the dropped-jaw mindset of a teenage car fanatic in 1961. So much E-type hyperbole has been generated over the ensuing 61 years – often by people trotting out received opinions and rehearsed lines at every village-green classic car show – that it's hard to see the car clearly through the clouds of near-nonsensical myth: 150mph don't you know. The most beautiful car in the world, Enzo Ferrari said so. They were really cheap so normal people could buy them and you saw them on every street corner once. I could've bought one for £50 in the Seventies but turned it down.

Enough already. Herefordshire sunlight picks out the presence of two tiny chromed latches either side of the massive forward-hinging bonnet, yanking this E-type into an altogether different and more rarified realm, forcing me to see it through Robert Grounds' eyes. Those external latches make it part of the prototype batch. One of the first 93 roadsters. Handbuilt at a time before the E-type was properly productionised.



In the middle of the second row: one of two Es then registered



Robert Grounds' 1961 photo - the first E-type to visit Shelsley





Notorious 'flat floor' more accommodating than it looks



External bonnet locks mark out a preproduction Jaguar E-type





Parked up at Shelsley, its pinch-waisted lines, unadorned oval air intake, low-cut windscreen, barrel sides and flip-front nose – not to mention XK straight-six beneath – gave this new road car more in common with Haig's XKSS racer than the gloopy Fifties saloons that other spectators left in Shelsley's grassy field. Its immediate points of recognition all came from the Le Mans-conquering D-type; and at a time before televised motor sport when even photography in car magazines was relatively small and sparse, its shape was something to be feasted upon. Attempting to create a true modern equivalent would be impossible, but picture a mass-manufacturer announcing a roadgoing Le Mans Prototype that did 200mph, cost less than £50k and could be bought from a mainstream dealer network. Then mentally cleanse away all the 21st Century media hype – no 'teaser' animations, months of speculative renderings in magazines, rubber-burning track-test videos or PR-orchestrated press leaks, just some straightforward motor show reports in the specialist press. Then imagine someone suddenly parking one in front of you for the first time, without warning or ceremony.

Today, I'm going to live the 16-year-old Grounds' dreams, and drive it. I reach for the driver's doorhandle, a deceptive piece of design that looks like you should be able to wrap your hand round it before the curve of the bodywork beneath stops your fingers in their tracks. Swing open the flyweight door revealing a high-set, racer-style sill and a cockpit illuminated by a dazzling swathe of aluminium running through the centre. Getting in is easy provided the roof's down, although negotiating the steering wheel takes some rehearsal. Early 'flat-floor' E-types had restricted footroom and until well into 1962, less seat travel, but the thin-backed driver's bucket yields more space than meets the eye, as you can sit deeply within it. I still need to splay my knees around the big wood-rimmed wheel, but my feet find the pedals easily enough. Crucially though, it's comfortable.

In 1961, lucky drivers with sufficient capital, inspired by the E-type's proposition, would have settled into the same seat for a test drive. The clues come from its registration plate's Coventry 'RW' suffix, and the man who parked it up in Shelsley's paddock ahead of a day's race administration. Samuel Herbert 'Sammy' Newsome was a friend of Frank Grounds, and his S.H. Newsome Jaguar dealership was the closest to Jaguar's Browns Lane headquarters – less than ten minutes down the B4098. The Newsome family were friends with the Lyons, and during the Second World War, Jaguar boss William Lyons' daughter Mary was evacuated to a house in Wales together with Newsome's grandson Paul. By the time this E-type became Newsome's demonstrator, Paul Newsome had been running the dealership's service department for a year, and was often responsible for accompanying prospective customers on their first E-type drive.



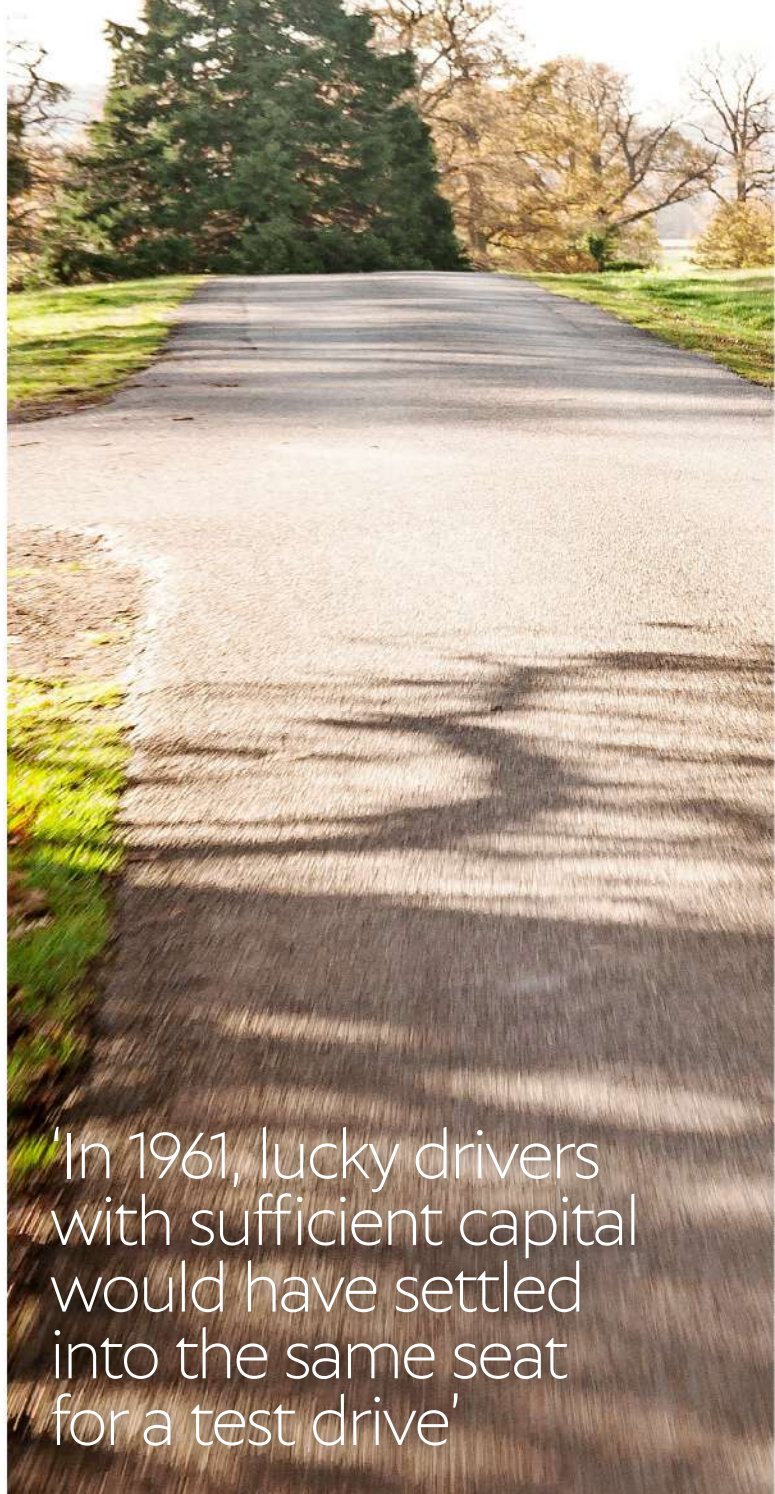
**OWNING AN OUTSIDE BONNET LATCH E-TYPE**

'I'd had E-types before in the Eighties and Nineties – all 4.2-litre coupés,' says 3800RW's owner of two years Chris Sherwood. 'One was fully-restored but terrible to

drive, while another was great, but all original and in need of a lot of work. But once I sold the last one I never thought about getting another until I saw this one when it came up for sale.

'After I bought it, I went to the British Motor Museum at Gaydon to ask about its history. They couldn't find any records of who it was sold to, so I sent a letter to a car magazine with an old photo taken from [xkedata.com](http://xkedata.com) to see if anyone knew anything.

'From that, I got not only the details of the first owner and leads on others, but also its life at S.H. Newsome and even Robert Grounds, who took the photo as a 16-year-old, got in touch.'

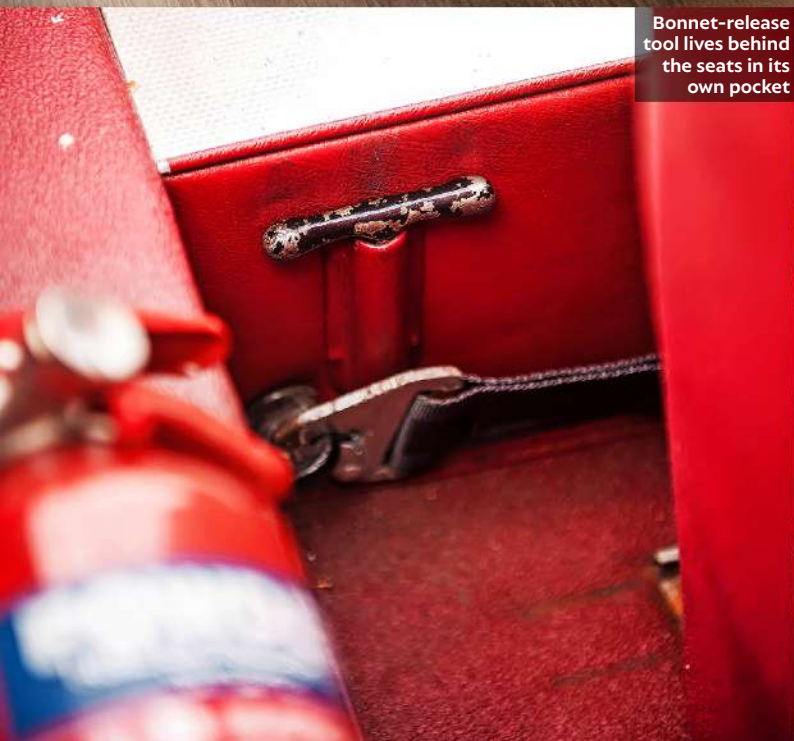


'In 1961, lucky drivers with sufficient capital would have settled into the same seat for a test drive'

GT ride and effortlessness; thoroughbred handling







Bonnet-release tool lives behind the seats in its own pocket



Thin-backed seats improve cockpit space for tall drivers



XK engine another aspect that made the E seem like a mass-market road-going D-type







Paul's father, Coventry solicitor Alan Newsome, was a director at Jaguar Cars itself. Tellingly, in the famous photograph of the outside-bonnet-lock cars taken at Browns Lane on 14 July 1961, this car is one of just two roadsters to wear a numberplate: whereas the other cars were to be road-registered elsewhere once trailed to their dealerships, it's logical to assume that this one was merely driven three and a half miles down the road to Newsome's by a member of the family.

I can only imagine their trepidation as I press the starter button and feel the 3.8-litre six-cylinder XK engine thrum eagerly into life. Pulling out of a fairly blind T-junction into traffic – as Newsome's customers would have done given the dealer's brick-lined road-level archway entrance and location in bustling central Coventry – is hair-raising given the sheer length of the bonnet. Oncoming drivers not expecting the car to emerge could easily hit it before the E-type's pilot even saw

'It's a car to be driven in the Zen-like state of an endurance racer deep into a multi-hour stint'

them, especially given the Jaguar's look-at-that factor that caused onlookers to take leave of their senses in 1961.

Pulling out onto the open road, my next concern is getting to know another early E-type cliché, the supposedly awkward Moss gearbox. Received opinion has it that it's the weak link in the E-type's DNA, a piece of prewar design holding back a thunderingly advanced car with its lack of slickness, to the extent where many 3.8 owners fit Jaguar's own gearbox from a later 4.2 in order to overcome its foibles.

While you do have to be deliberate with it, accepting its long throw, lack of synchromesh on first gear and strange lack of tactile feedback as the lever is slotted into each ratio, in this example it's not as unfriendly as hearsay has it. Rather, getting the best from the Moss gearbox is about developing muscle memory around its movement through sheer practice. You can't rush it, but rather than being vague and baulky, there's a satisfying feel to it; a sense that you're manipulating solid, well-oiled components with the pencil-thin gearstick, albeit ones that will bite back if you're slapdash with them.

But as I pick up speed in the E-type and the narrow lanes of rural Herefordshire prove to be refreshingly light on traffic, it reveals itself as a car to be driven not in a furious, white-knuckled manner, but in the concentrated yet Zen-like state of an endurance racer deep into a multi-hour stint at Le Mans. The E-type's road manners are nothing short of exquisite – a comportment born largely of its chassis balance, concentrating its weight within the wheelbase in an aeronautically-inspired central tub, the engine set far back in a manner we'd term front-mid-engined in a post-Ferrari 550 Maranello world. And yet there's a lightness to the steering, a fine small-sports-car tactility transmitted through its thin wooden rim.

But thanks to the wheel's sheer size and thus leverage, what it robs in kneeroom it returns in fingertip-guided effortlessness. Some might regard this sensation as remote, a step away from the raw hardcore nature of an MG or Austin-Healey. But it makes the E-type feel mature and modern instead, a distant foretaste of a world not only of XJ-Ss and XK8s, but of a different kind of sports car in the Sixties too. Slick, progressive and dynamic rather than harsh and brutal, about to be embodied by 105-series Alfa Romeos and the Lotus Elan.





Up until the  
Seventies, this  
E-type wore  
4444RW

## 'Newsome recalled one prospective customer taking the car to an indicated 145mph on the M1'

One thing I won't be doing today, sadly, will be doing what Paul Newsome's customers did and taking the E-type to Crick, just East of Coventry, and the location of the start of the new and unrestricted M1 motorway to Berrygrove, Watford, to see how fast it would go. In May 2021, Paul Newsome recalled one prospective customer taking the car to an indicated 145mph on the M1. Although it would be reckless nowadays, it's worth once again trying to get back into the mindset of 1961. Unbridled speed was as futuristic as it was exciting. The expansion of the motorway network was seen as part of a step towards a sci-fi future for a nation still peppered by bombsites, in the same way that high-rise tower blocks were looked upon like space stations compared to the miserable Victorian slums they replaced. The mentality that thought doing 145mph on the M1 was a good idea was a level-headed and rational one for the time. One that sent postcards featuring starkly modernist Trusthouse Forté service stations to relatives.

Abuse from customers over 6000 test-drive miles led to a sticking valve on cylinder number one, rectified in a top-end rebuild by Paul Newsome, before the dealer sold it on. Jaguar's internal stipulations meant dealers couldn't sell their demonstrators for at least three months in order to obtain a two-and-a-

half percent discount on product from Browns Lane. After four months, the car was sold in part exchange for a white XK140 to 22-year-old Welsh sports-shop entrepreneur John Bolwell.

After a decade in Welsh ownership, it wound up in Leicester, where it embodied another old E-type cliché. A local boy used to pass it on his walk to school, spotting a card in its windscreen reading, 'For Sale, Good Runner, £400 ono.' That schoolboy's latest column can be found on page 39. Sadly, at this time, the E-type's lowest market ebb, its original 4444RW numberplate was transferred from it. Former owner Brian Windle bought it in 1981 and kept it for 40 years, restoring it in conjunction with Martin Robey in 2001 and re-registering it with a period-correct Coventry RW numberplate before taking it on a series of world tours across Europe, Africa and the US.

Perhaps appropriately though, I first encountered this car on a summer's day at Shelsley Walsh, on show for the first time with its new owner, Chris Sherwood. It was details that drew me in – the external bonnet latches and its 'RW' numberplate – rather than the fact that it was an E-type. But as Chris revealed, perhaps it was fate – it transpired that it was 60 years to the day that his E-type had first emerged from its Browns Lane birthplace, to be met by a press camera.

### 1961 Jaguar E-type

**Engine** 3781cc straight-six, dohc, three SU HD8 carburettors **Power and torque** 265bhp @ 5500rpm; 260lb ft @ 4000rpm  
**Transmission** Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, unequal-length double wishbones, torsion bars, telescopic dampers, anti-roll bar. Rear: independent, parallel transverse links, halfshafts, radius arms, coil springs, telescopic dampers, anti-roll bar **Brakes** Servo discs front and rear **Weight** 1234kg **Performance** 0-60mph: 7sec. Top speed: 150mph **Cost new** £2098 **Classic Cars Price Guide** £92,500-£190,000



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[Epic Restoration]

# 'It was really, really, really tired'

Restoring an early **Lotus Seven** is tricky enough, but Speedsport took on a unique example modified by a noted car designer – and it doesn't usually restore road cars

Words SAM DAWSON Photos JORDAN BUTTERS







**T**hankfully, there was no aspect of the car that genuinely didn't work, but everything was really, really, really tired, in need of overhauling, and the car was full of non-standard parts,' says Speedsport's Jordan Taylor of boss Mike O'Brien's Lotus Seven S2 project.

'I found it for sale in an online advert - I'd always wanted a proper Lotus Seven, and had been looking for one for a long time,' says O'Brien. 'But we don't tend to restore road cars. We did a Lotus Type 14 Elite once, which was very difficult, but I figured that restoring a Seven would be like one of our racers, given its tubular steel spaceframe construction.'

Answering the small-ad took O'Brien to Northampton, and the garage of car designer Ron Saunders. Jamaica-born Saunders had worked for Ogle in the Sixties, Ford in the Seventies, then became chief stylist at MGA in the Nineties, designing the AC Ace Brooklands and its proposed Aceca coupé sibling.

'Ron was 82, his daughter was living in Canada and he'd decided to emigrate,' says O'Brien. 'He just wanted his Seven to go to a good home, not a dealer. Ron opened the garage door, and the car was there along with all its original parts.'

'I got in touch with John Watson at the Lotus Seven Register and asked him to verify the car's identity. He asked, "Is it the S2 with the stripy seats?" - I said it was, and he confirmed the history of what the Register knew as the "deckchair car".'

'It had two chassis identities. Bought on 4 September 1963 as chassis SB1749 by the 18-year-old Anthony Ventriss, who crashed it into a parked car in London, it was rebuilt by Lotus as chassis SB1892, re-registered on 6 April 1964 and sold to Saunders by Ventriss at the behest of his mother on 26 August. Saunders' first invoice in the history was to Ogle for a windscreen washer. Vandervell racing shells and Weber carburettors followed.'

During his time at Ford, Saunders fitted a wide-track rear axle from an Escort, and wider wings. He resprayed it in metalflake silver, and retrimmed the interior in its distinctive fabric. MGA stylist Steve Harper recalled that Saunders intended to rebody the Seven with a unique design in 1991, but this remained a sketch, and the car was confined to his garage. 'Saunders asked for £19k, and I paid it, buying everything connected to the car from his garage,' says O'Brien. And the project began.

### Assessing the project

'The car hadn't been used for many years by the time we bought it, although surprisingly it did actually start with help from a battery charger, and I drove it up and down Ron's road just to make sure it moved and wasn't seized,' says O'Brien. 'But it was very tatty and didn't drive properly.'

Speedsport's Jordan Taylor helped carry out the initial assessment. 'First, it was a case of seeing what worked and what didn't - so it was useful that Mike got it running beforehand - before taking it apart piece-by-piece, assessing everything as we went to work out what needed doing,' says Taylor.

'We would keep as many original parts as possible, some things just needed a clean, stripdown and rebuilding, but other items would need completely replacing.'

Saunders' modifications complicated this further, and presented the team with a dilemma. 'There were two ways we could go with the restoration,' Taylor explains. 'Restore it as it



Ron's roadster arrives, with wide track and deckchair seats

was originally in the Sixties, or preserve its Seventies evolution. In the end, we took the decision early on to return it to original specification, but keep Saunders' modifications separately so that if someone wanted to in future, they could restore and refit them at a later date. The wider glassfibre front wings, for example, had deteriorated around their mounting points to the extent that they no longer fitted.'

### Chassis

'When we stripped the car down, it was clear that one of the chassis rails was rotten,' says O'Brien. The Seven Club's Dave Abbot said, "Go to Arch Motors in Huntingdon to get it checked out, they built them originally!"'

Phil Robinson of Arch Motors grit-shotblasted the chassis. 'Then you can see what you've got, and where all

the proper rust is,' explains O'Brien. 'In the end, only one new chassis rail needed amputating and replacing. I told him that I wanted as much of the original chassis preserving as possible.' Robinson carried out one chassis modification - welding on more solid gearbox mountings than it had from the factory - then shotblasted it again before powder-coating.

'Once the chassis was complete, the project started to look more familiar to me - we were essentially rebuilding a racing car, which is our bread-and-butter work,' says O'Brien.

### Engine

'Once the chassis was sorted, we focused on the engine,' continues O'Brien. 'We don't usually rebuild engines here, but Scott Young said he could do it, and set to work.'

Young picks up the story, 'Before the stripdown, I subjected the engine to a series of condition checks. Compression, leakdown, check the oil, check the valves, then strip the cylinder head, seeing if the oil galleries are blocked. Then drop the pistons and check the bores, making sure they're not oversized. I took the Vandervell bearing shells out. These were in good condition, but the crankshaft was too worn to be used again.'

'I sent the stripped cylinder block off to a dipping firm in Northampton, to immerse it in acid cleaner. Media-blasting an engine block isn't thorough enough and only tends to address issues on its outside surfaces. Dipping - once you've taken the core plugs out - scours its innards just as well, and gets the block ready for a proper pre-rebuild assessment.'

'Thankfully, the engine had standard bore and valve sizes, so the block could be rebuilt as-was. By contrast, Saunders had carried out a lot of modifications to the cylinder head, but this only needed its inlet and exhaust ports cleaning out.'

'I repainted the engine block and cylinder head in MG Maroon, leaving the engine number unpainted to make it more visible. Although a new crankshaft was needed, the original pistons and rings were OK to reuse.'





Seven's wing supports needed reworking to fit correctly



Engine needed rebuilding twice thanks to over-honed bores



Stripped chassis revealed electrolytic corrosion



Scott Young talks (Formula) Ford Anglia rebuild tips



New floors are single-piece aluminium on Series 2 Sevens



Restored Cortina wheels wear old-style tubed tyres





Wings couldn't be reused – their mounting holes were shot



Front brake discs were too badly worn to use again



Jordan Taylor points out the reconditioned rear axle



Seven meets Speedsport's usual Brabham racing fayre



Every original electrical component was bench-tested



Original wiring too far gone, and needed cutting out



'The rebuild seemed to go very smoothly after that, so much so that once complete it was set aside for two or three months while we restored the rest of the car. However, when we finally fitted the engine to the car, fired it up and took it for an inaugural run round Silverstone's perimeter track, it lasted ten minutes before it started smoking and breathing very heavily. I ran a compression test and detected a leak.

'It transpired that during the acid-dip, a rough brush put down the bores had honed them, making them ever so slightly bigger. I ended up having to take the whole engine apart and rebuild it again with oversized piston rings!'

Once rebuilt, getting the engine running smoothly was a more familiar task for Young. 'I stripped down the Weber carburettors that came with the car, checked the correct sizes of jet for the engine's cubic capacity in the original manual, cleaned them out, rejettied and rebuilt them. Then you have to balance them. You get the engine running at 2000rpm, put an air meter on, and adjust the meter screw to make sure all inlet readings are at 5psi.

Young addressed the radiator. 'Mike wanted to keep the original, so I recored it, and gave it a Kenlowe fan. This is an upgrade that pulls air through the radiator rather than pushing from the other side as it did originally. This was Mike's idea – when we first took this part of the car apart, he looked at it and asked, "Can we do something better here?"'

### Suspension & running gear

Rebuilding the suspension and running gear posed another conundrum for Mike and the team – rebuild the Ford rear axle, as fitted to the car by Saunders, or restore the Lotus original he'd kept hold of? The original was retrieved from its box.

'We blasted all the front suspension down to take its surface rust off, and to see if any of it went any deeper – which it didn't, thankfully – then powdercoated it and refitted it with new seals,' explains O'Brien. 'We took the original rear axle apart and blasted that too, then did a crack test, essentially spray-on dye that can be easily spotted leaking through any holes in the structure. It didn't show anything up, and the differential wasn't worn either, so it was all good enough to clean up, powder-coat and reuse. I suspect it was replaced because Saunders was in search of better handling, rather than because it was worn.'

There was one original part – or rather four – which Saunders hadn't preserved though. 'It had Minilite alloy wheels, but the S2 originally had steel wheels from a Cortina,' says O'Brien. 'I found a set on the internet in need of restoration. I stripped the old tyres off them, sent them for blasting and powder-coating – not painting – and fitted new innertubes. Just like a bicycle – put one side of the new tyre on the wheel, put the innertube on, give it a bit of air to make sure the valve doesn't move, then edge the other side of the tyre on. Most car tyre specialists don't deal with innertubes, so we had to do this in-house, and it's tricky.'

New front brake discs were needed, but as Jordan Taylor explained, the braking system saw Speedsport make an aesthetic modification of its own. 'We used stainless steel brake pipes rather than copper, and polished them' he explains. 'I mocked the pipework up in copper first, using it as a pattern to follow with the stainless pipes. With stainless steel,

once it's bent it's hard to get it straight again, so it needed to be right first time. Stainless polishes up better, and looked more appropriate with the car's colour scheme.'

### Bodywork

'Where steel met aluminium, everything had corroded,' says O'Brien. 'When we took the aluminium panels off their mountings, the rivet holes were too big to hold them in place.'

To solve the problem, O'Brien turned to Phil Robinson's expertise once again. 'We do glassfibre – to get an aluminium panel to bend smoothly around a chassis tube takes years of learned experience that we simply don't have!'

Robinson explains the process, 'We have correctly-sized sheets of aluminium for Sevens in stock – side-skins, wheelarches if it has them, floors – which are one-piece on the S2 – footboxes and so on. But the "basket" at the rear is more complex, because the aluminium wraps around the tubes. To form these, I put a bar against it and roll the metal around it with my hands. To get it to bend around the corners of the basket, I cut the aluminium, anneal it, then use clamps and a Z-section flipper to curve it, avoiding getting any air between aluminium and steel for a

clean fit, no bulges, hugging the chassis tube.

'Electrolytic corrosion isn't as much of an issue nowadays, because we now powder-coat the chassis tubes before applying the aluminium, creating a barrier between the metals.'

Mike sourced correctly-sized replacement glassfibre wings and nosecone, in Salvador Blue, from Lotus parts specialist Xtra Special Sevens, the task of fitting them falling to Jordan Taylor. 'Where we had original aluminium panels to compare to the new ones, I masked off the mounting points, overlaid them on the new panels, marked them out in tape and drilled them. Problem was, the new narrow-track glassfibre wings were a slightly different shape, so the mounting spars needed modifying, cutting and rewelding at the front in order to support the wings whilst maintaining the original mounting points.

'Fitting the white piping between the glassfibre wings and the aluminium bodywork was quite tricky,' Taylor continues. 'It's easy enough to get into the gap, but hard work to get it looking nice and even. And you can't unbolt the wings to tweak it – once the rivets are in, it can't be moved.'

### High point

**'Just seeing the light hit that Salvador Blue paintwork and polished aluminium for the first time on a sunny day'**  
**Mike O'Brien**

### MY FAVOURITE TOOL



#### Air Riveter

'You put the airline on it, put it in the hole, and pull the trigger,' says Jordan Taylor. 'It made our lives a lot easier given how many rivets there are in a Seven. By contrast, pump riveters break the rivets if you put too much pressure on them, and after ten rivets with a manual riveter, your arms will be aching.'

### Electrics

'The old wiring was no good – lots of things had been added, taken away and taped-up over the years,' says Scott Young. 'It all needed to go, replaced with a new loom from Xtra Special Sevens. The best solution was to just cut the original wiring out, but the replacement loom didn't come with any labels! I ended up getting a wiring diagram from an original Lotus Seven owners' manual, and worked to that.'

'The Seven's electrical components were all working to some degree. I took each one off, put them on a bench and battery-tested them. I didn't want to replace anything I didn't have to, because I wanted to keep the car's heart and soul, and there are few items more obvious to onlookers when replaced than electrics.'

'The headlight reflectors were rotten, and sealed beams are hard to fix, so these needed replacing, but the housings were good enough to keep. They're slightly pitted and over-





Original shade is unknown, but Salvador Blue was chosen by O'Brien

polished, but they're original. So are the little glass sidelights on top of the wings. I took these apart and put new wires in for safety reasons. The rear light clusters are plastic. Not original, but they were put on the car by Saunders, so we saved them, as well as the numberplate light.

'Thankfully we could keep most of the original dashboard instruments, because it's really hard to get hold of Sixties Smiths dials now. The rev counter didn't work, so we sent it back to Smiths itself for a rebuild with a quick turnaround in mind. The only non-original dial is the temperature gauge. The sender unit didn't work, so we got a replacement from Smiths. We still have the original, so it could be stripped and rebuilt some time in future, but it was one of those things where it needed doing to keep the restoration going. Otherwise the project can stall waiting for a minor but fiddly job and never restart because other things come up in the meantime.'

**Interior**

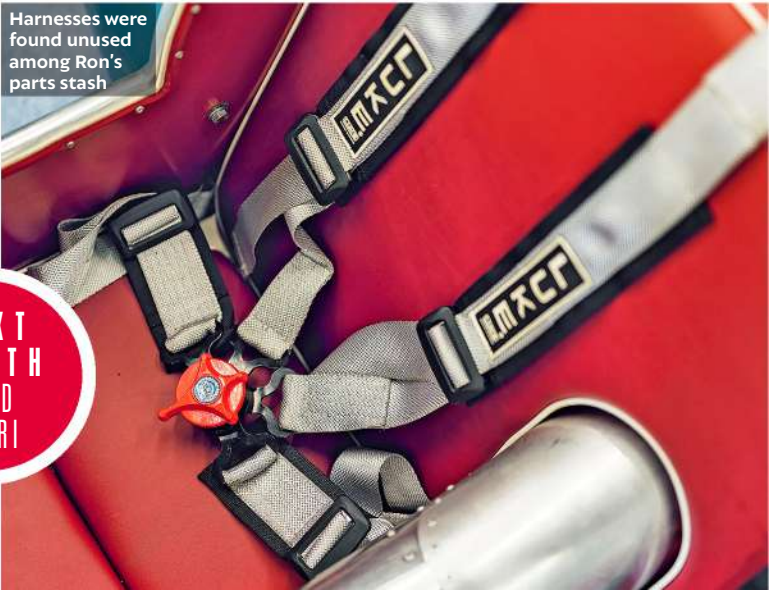
Removing the famous 'deckchair' fabric was a wrench, although restoring the Seven's interior trim was simplicity itself once it was removed. 'The seats and tonneau were very cheap parts I just bought from Xtra Special Sevens and fitted,' says O'Brien. 'They are literally just cushions that slot into place. I still have the 'deckchairs' - I had to keep those, it's how the car was known in the Lotus world, but they're not in great condition anymore, and the black fabric is going grey and threadbare.'

**Handing it over**

'In the end, once the restoration was complete, I sold it to the same person who bought the Elite we restored - classic Lotus collector and friend of mine, Steve Thompstone,' says Mike O'Brien. 'My focus is very much on racing cars, and building Classic Team Merlyn. But it doesn't live too far away, and is welcome here at Silverstone any time Steve likes.'



Only the instruments were reused from interior



Harnesses were found unused among Ron's parts stash





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[Life Cycle]

# THE LIFE STORY OF A Lynx Eventer

What began life as a substandard outcast soon became a showpiece, and mobile rehearsal studio to the stars

Words JOE BREEZE Photos LAURENS PARSONS/CHRIS KEITH-LUCAS/GUY BLACK/FAY HINE

## Jan 1982 - Lynx takes delivery of a class-B XJ-S

'In the early Eighties we were doing classic car work in the main, restoring C- and D-types and producing replicas, but we weren't averse to doing jobs on modern cars,' says Lynx co-founder Chris Keith-Lucas, now of CKL Developments. 'After converting an XJC to a soft-top we went on to build around 70 XJ-S convertibles, then we got wind of the fact that Jaguar was planning to make something that looked exactly like what we'd been doing. We later discovered they even bought a couple of ours to take apart. It soon became apparent that the company wouldn't take kindly to us continuing to build ours.'

'We tipped a wink from somebody at Jaguar who said, "There's a market for a Jaguar estate car. If I were you I'd corner it." What we didn't know was that this was an internally contentious issue - a strong groundswell at Jaguar thought they ought to be doing an estate car to rival the BMW tourings. However [CEO John] Egan was just getting into harness at the time and was saying, "No, we manufacture sports cars, not estates - it's the wrong image for us." So we were unofficially encouraged from within to see what we could come up with, to prove a point.'

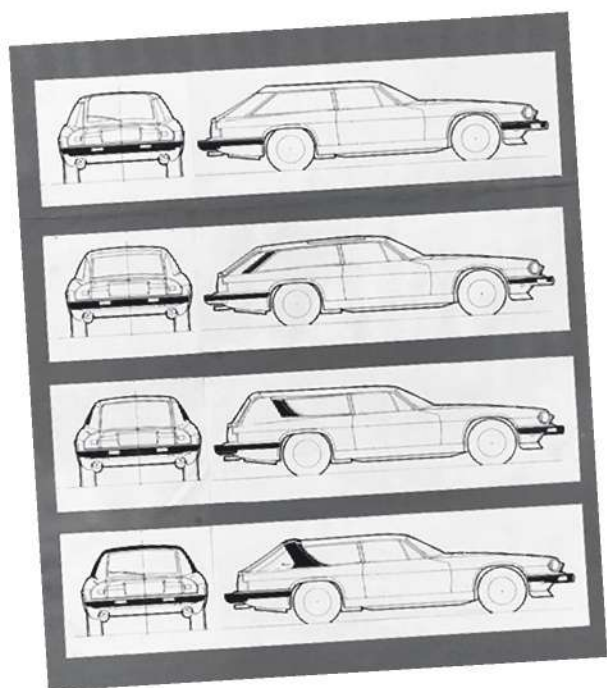
Lynx engaged commercial artist Chris Eastwood, a childhood friend of Lynx's other co-founder, Guy Black, to produce some initial side-view sketches. 'He came up with a range of rooflines springing from

the natural shape of the car,' Keith-Lucas continues. 'One was a clear winner; it looked like something Jaguar might have designed. Impressive, since Chris had no particular car training - at the time he just designed our brochures! But he had a good eye, like Lister and Tojeiro found in Cavendish Morton.'

'We then managed to negotiate with Jaguar to buy a class-B car: one that was brand-new and serviceable, but had an issue that meant it couldn't be sold directly to the public. This XJ-S had a paint defect - of course that didn't matter to us because we were going to repaint it anyway. So I set about trying to make a prototype from the sketches, and figuring out what it was going to look like in three dimensions, ensuring it worked from all angles.'

'Of course, we made some mistakes. We thought what a wonderful wheeze it would be to have a sunroof as standard - that'd enable us to join the original front section with the new rear end without having an awkward intersection to lose in the middle. A great idea, but in practice it was a nightmare. We ended up with a roof that looked like a thrupenny bit - a sequence of straight lines rather than one sweeping curve. As a result, 001 is the only Eventer with a sunroof. An extra thickness of filler gave it the necessary double curvature. We were learning!'

With the basic design decided upon, Chris and the Lynx engineers used their ingenuity to source existing parts that could be integrated into the various geometries of their chosen shape. Bootlid hinges came from a Toyota Celica; rear seat hinges were adapted from a Reliant Scimitar's. And while 001's rear side windows were produced in Perspex ahead of tooling up for production glazing, the rear window required some resourcefulness. 'We made a cardboard template of our desired shape and went for a walk around the industrial estate, trying it on all the parked cars. The most unlikely car in the whole



1981: artist Chris Eastwood's original side-profile ideations (left)  
1982: Keith-Lucas' metalwork experiments refined in 3d (above)







**February 1982:** rear glass from a scrapyard Citroën; note legacy rear window sticker

**Book Review**  
*By Nigel Davies*  
**Great Marqueses — Jaguar**  
*Chris Brown*

**August 1982:** scooped in *Jaguar Driver*

**Lynx Do It Again**  
*By Nigel Davies*

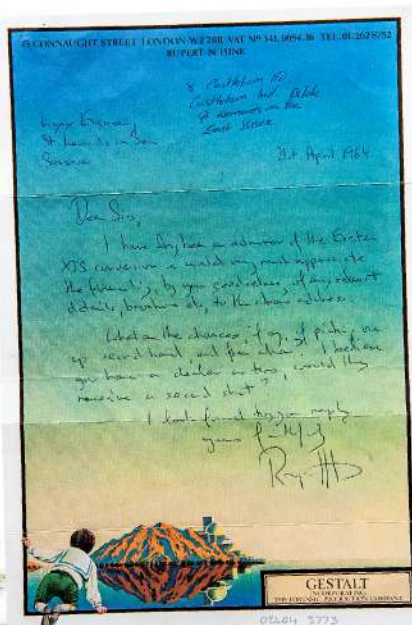


**1981/82:** rough profile mocked up in cardboard



Lynx Eventer 001 had multiple roles during its two years and 20,000 miles with its creators





**1984:** left, Rupert Hine makes enquiries about second-hand Lynx availability after being smitten at the 1983 Motorfair. **1985:** above, the Eventer in holiday mode, swallowing luggage for two plus Rupert's pet Samoyed, Robin



**2015:** clean but in need of restoration

**1986:** repainted to match C-type



New rear profile apparently reduced drag, allowing for a higher top speed – which Rupert occasionally tested



**Mid-1980s:** Tina Turner in Rupert's studio, vocals warmed up en route



**2016:** poor repairs to 1990 accident damage discovered mid-resto



**2015:** arrival in mainland Europe for restoration





car park had exactly the right width, height and curvature – a Citroën Ami Super Deluxe. The most ungainly looking contraption, but we tilted the glass at a more rakish angle, and the Super Deluxe version was heated, which was just what we wanted!

Registered in March 1982, Eventer 001 was pressed into service as a development hack, company van, press car, customer demonstrator and marketing klaxon. It was even given a prominent role in the short-lived BBC comedy *Sweet Sixteen*; protagonist Penelope Keith supposedly wanted one herself. Keith-Lucas says of this period, 'We were very conscious of needing to put miles on the car to find out its weak points. On the rudimentary trials we did, which was basically driving it bloody fast on quiet roads, we could get it up to a top speed at least as high as the notchback's. In fact we probably got rid of some extra turbulence at the rear using that shape.'

Guy Black has one particularly fond recollection. 'I did many miles in that car, all of which were relatively uneventful, if enjoyable. My greatest memory was us taking it to a Jaguar employees' open day at Browns Lane in August 1982 and parking it, doors locked, in front of the main entrance. We stood anonymously nearby and listened to all the comments from the Jaguar workers, 'They kept this secret from us,' and, 'At last we're making something that looks good.' John Egan was apoplectic and tasked his managers with getting rid of it, but it stayed there all day! We knew then we were onto a winner. They had upset us with the convertible saga. That was our retribution.'

With many of the developmental niggles ironed out, the Eventer's public debut came ten months later at the October 1983 London Motorfair at Earls Court. Here it would first attract the attention of producer-artist Rupert Hine, who struck up conversation with Chris Keith-Lucas. In a 2019 interview Hine said, 'I had never been much of a fan of the standard Jaguar XJ-S, and seeing this stunning-looking fastback car, like a sleeker, more aerodynamic take on the Reliant Scimitar, it was hard to believe it was born out of the least beautiful Jaguar sports car. It was final proof, to me, that it was the clumsy buttresses on the rear end of the standard car that let the design down so badly. I can't remember the showroom price at that time, but I remember thinking I needed to go away and think about it.'

A letter to Lynx dated 21<sup>st</sup> April 1984 (see upper left of this spread) in 001's bulging history file reads, 'Dear Sirs, I have been an admirer of the Eventer XJ-S conversion and would very much appreciate the forwarding, by your good selves, of any relevant details, brochures etc, to the above address. What are the chances of picking one up second hand, and from whom? I believe you have a dealer or two, would they receive a second shot? I look forward to your reply. Yours faithfully, Rupert Hine.'

#### May 1984 – Rupert Hine pays £17,500 for 001

Hine's 2019 recollections pick up the story, 'A few days later, a call from Chris Keith-Lucas let me know that their demo car would be available shortly and, given it had some 20,000 miles on the clock, it could be had for a reduced price. It was the car in all the brochures and PR material. I bought it immediately.'

A lease purchase agreement on file shows the £17,500 sum paid to transfer ownership to Rupert's Farmhouse studio, with £5500 paid up front and the remaining £12,000, plus interest of £1980, paid over the following 24 months. At this point it reverted to its original registration GJX 850X, having worn Guy Black's private plate XJ V12 during its time with Lynx (bar the fantasy registration it wore in *Sweet Sixteen*).

Chris Keith-Lucas recalls delivering 001 personally. 'I drove it down to his mews house in Bayswater, London. I remember getting a message from him the very next day saying, "Brilliant, I can get my keyboards in that I couldn't get into the Range Rover!"' Musician Howard Jones confirms Rupert's delight, 'He loved great British cars. He was always having some old classic renovated at huge expense – including his DB5 and C-type – but they weren't great for carrying studio equipment around! This is why Roop loved the Lynx so much... style, speed and room for a Prophet T8, his favourite synthesiser.'

The aforementioned C-type, a Copycat (now Proteus) replica he bought in 1986, instigated a colour change for the Eventer, which he had resprayed in matching Flag Blue. Rupert continued to use it as his main car throughout the Eighties, during which time it became part of his persona. Howard Jones continues, 'The first time I saw the Lynx was when Rupert arrived at Farmyard Studios at the start of recording my first album *Human's Lib*. I recall thinking, "I know that car but there is something different about it. It seems longer! Oh yes,

## 'It was hard to believe it was born out of the least beautiful Jaguar'

it's a Jag XJ-S with a groovy extension." The Eventer was the perfect car for Mr Hine. Sophisticated, practical, and rare... just like him.'

Cy Curnin of The Fixx has a similar tale, 'My lasting impression of Roop's relationship with the Lynx was that it was like all his relationships. Full on. Loving. Probing. Aesthetic. He had a passion for architecture of sound and tactile objects. Any time the car arrived in the early afternoon meant that we'd soon be getting down to business making sweet noises.'

Sir Bob Geldof echoes similar sentiments, 'Like Rupert, the car had a singular odd outward appearance with an equally odd internal power. Rupert was very clever with an internally combusting musical brain. Rather like pet owners beginning to resemble their pets, so Rupert and the Lynx. He became sleeker, more sophisticated, more powerful and more easily able to take the many steep curves of his life's rockier roads as time went on. Like the Lynx, this rare type of man becomes more classic and appreciated by the discerning person as he blasts through life all gleaming on the outside powered by a vast internal passionate animus. But while both are classics, let's face it, both Roop and the car were odd eccentric-looking coves clearly meant for each other.'

Geldof continues, 'I have no interest in cars. Couldn't care less. I own a decent one. Reliability





2017: Rupert is delighted to have Briar Rose back home



2019: back in his happy place, despite his illness



Lynx was able to retain Jaguar badging

is the watchword. I'll drive it 'til it stops then I'll get another similar second-hand. Couldn't care less about scratches, bumps, washing, never mind polishing – why? Cars are for me what the average kitchen cooking hob is for most people who want to boil an egg – practical. You don't polish a hob!

'Rupert couldn't possibly understand this; our otherwise deep friendship faltered upon the deathly word "gasket" – or whatever.

How many times he asked me to leave the studio to look at his bloody car. Of course I couldn't refuse for fear of ruining the day's sessions with sulks, so out I would trudge as he launched into some tiresome car-type peroration usually prefaced by "notice anything?" No. "I changed the tyres". Oh. "Yes it's difficult these days to find new tyres for the X5 4QV (or whatever) and so..." For \*\*\*\*'s sake Rupert shut up about your car, I DON'T CARE!

Rupert's manager Geoff Jukes corroborates, 'My enduring memories of the Eventer are largely along the lines of, "We need to talk about the promo schedule for your album, would you PLEASE stop rabbiting on about your car." I avoided getting into it because conversations about relevant stuff came to a halt when we sat in the beast, lovely as it was.'

For every collaborator he irritated with Eventer praise, there was one he'd intrigue. Correspondence shows Rupert requesting Lynx brochures for him to forward on to interested parties Peter Gabriel and Chris de Burgh. Tina Turner also came close to placing an order, but the 14-week wait time was too long. Said Rupert, 'My most memorable journey was driving Tina out to Farmyard Studios, with her learning songs for *Private Dancer* in the passenger seat singing full tilt. It certainly got my attention – and that of other drivers in traffic!'

In the early Nineties, Rupert bought a French Chateau and built a studio with rooms for artists to stay over. 'I did many a long-legged journey between Paris and the South of England,' recalled Rupert in 2019. 'The Lynx is a wonderful classic tourer.' Another anecdote recalls the frantic 150mph autobahn dash to deliver instruments and equipment from a gig in Spain to another waiting band in Berlin, the V12 averaging around 5mpg along the way.

Audio engineer Andy Scarth has similar recollections, albeit on British roads. 'My main memories of the car are all connected with Rupert speeding. Either riding in the back on the M1 heading to the NEC classic car show or coming over the brow of a hill on the old A40 into London at 150mph in the dead of night, only to be greeted by the sight of a distant traffic cop with a radar gun.

## 'He was equally sad and proud when he found out he'd blown two cylinders'

Emergency braking ensued to reach a reasonable speed before the cop could draw his weapon. When Rupert was pulled over and booked for speeding at 70mph he felt pretty relieved. I also remember how equally sad and proud he was when he found out that he'd managed to blow two of the 12 cylinders.'

In 2000 Rupert moved to the USA, putting 001 into storage near Chantilly; he'd planned to send for her, but never got round to it. In 2008 he met his second-wife-to-be, Fay, but in 2010 he suffered major health issues. The following year, Fay, attempting to curb any unnecessary expenditure during his treatment, asked why they were renting a shipping container in France. 'Oh, that's my Eventer,' he replied.

Fay takes up the story, 'By this point we were in the UK more often. I thought Roop would find comfort in having his beloved car nearby, so I had her shipped home. She stayed in a barn on a neighbour's farm for the next few years. At one point we needed to move her from one to another. Rupert was pushing her downhill with the door open but she picked up speed and he had to let her go. Luckily my son Sam saw it unfold and threw a log under the front wheels, stopping the car just before she ended up in a ditch!'

In 2015, with Rupert being treated for cancer, Fay sent 001 to mainland Europe for a secret restoration. At this point it gained the nickname 'Briar Rose,' the name the Brothers Grimm gave to the protagonist in their version of *Sleeping Beauty*. 'Rupert and I were in Wiltshire; I had the keys sent back home to Knutsford for the restorer to collect on a trailer. Ultimately I had











The V12 is now in mechanically fine condition



Fay still uses the Eventer regularly, just as Rupert did



The sentimentality of their bond suggests Fay and Briar Rose have a long future ahead

to tell Rupert about the restoration to cheer him up; that way I was also able to ask him whether he'd want it repainted in the blue, or put back to silver. But what he didn't know was that the restoration was to be finished for his 70<sup>th</sup> birthday in September 2017.

'Funnily, since it was his birthday and he hadn't wanted anyone visiting him, Roop had decided on a day of cocooning. So Prince Charming met Briar Rose in his slippers and dressing gown!'

Rupert's delight was captured in a memo, 'I felt the hairs on the back of my neck stand up. I almost fell over with delight – not shock!!! Although I had the pretty Bristol 401, wacky Riley RMA, beautiful Aston DB5 convertible and C-type replica, the Lynx was my only truly original – as in unique – car. The one I drove every day so enjoyably for almost 20 years was always the idiosyncratic marvel that I love so.'

Rupert sadly passed away in June 2020 but thanks to Fay, he was gifted a final few years with the car that became part of his very identity. Says Bob Geldof, 'If the car was around he'd offer to drive me home after the day's work was done, even if it was miles out of his way. Even if we'd done an all-nighter! Just so he could drive this thing. Just so he had the pleasure of sharing it with someone else. I was happy to get the ride but I'd look over at Roop and that vast Hanoverian jutting jaw and carnivorous row of huge teeth, grinning insanely at the pure unadulterated pleasure of roaring down near-empty motorways on a slowly dawning English summer morning. That's how I choose to remember my mate, a musical genius in his legendary car.'

## June 2020 – Fay takes custody of Briar Rose

'I've just about got used to the idea of Briar Rose now being my car. In fact I've just bought her a new registration number with my initials, V12 FMH.

'When Roop said he was going to leave her to me – this was before the restoration – I laughed and said, "In the nicest possible way, why would you want to leave me that pile of junk?!" He said to me, "Because I know you'll know what to do with her." So I hope that I'm doing it right. She was invited to the Classic Motor Show in November 2021; three people made offers to buy her. I also had three gentlemen who worked on her back at Lynx seek her out. A lot of the restoration work was disappointing and needs redoing, and who better than the original craftsmen?

'She's recently back from Andrew Parkinson of Motor Legends having undergone mechanical and electrical repairs, so now she's driving beautifully. At some point she will go to Gordon Russell, another of that Lynx team, to undergo body repairs at GB Classics. Rupert's royalties are currently paying for this work; it's what he would've wanted.

'Roop said his dream was to take her to events, sit next to her in a deck chair and talk about her. So that's what I plan to do now. My son has been drawn in too. We took her to the Regents Street Motor Show and I went to get a sandwich; I came back to find him with the bonnet open, showing people around.

'I think at some point I would like to see her on permanent display somewhere. But we'll take it as it comes. For now hopefully she and I both have a bit of life left in us, and we can have some fun together.'

## Know your classic's previous owners?

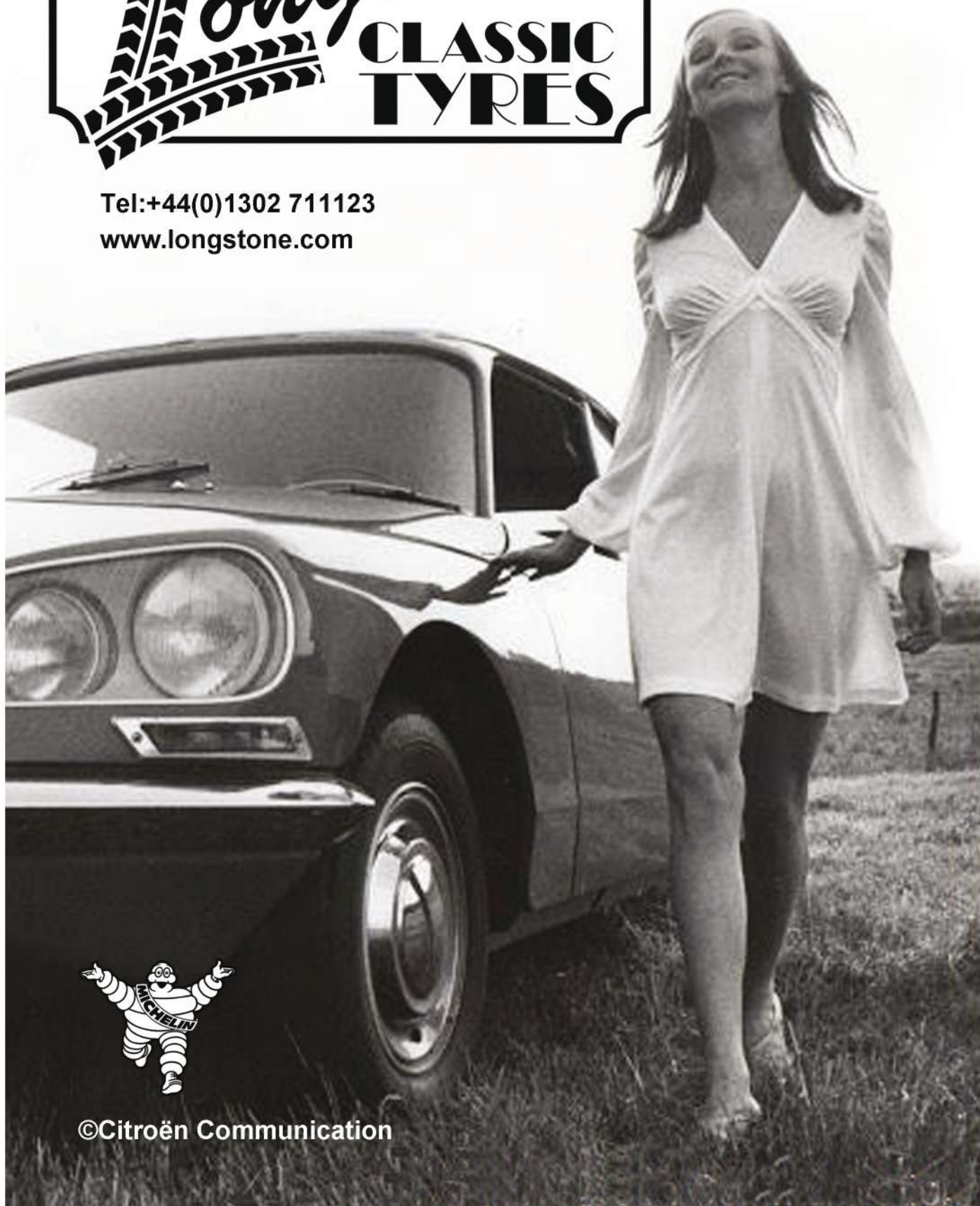
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# THE COBRA'S GODFATHER?

Jack Turner was better known for his small sports cars than high-powered bruisers, but a fascinating rebuild has suggested a tantalising origin story

Words NIGEL BOOTHMAN  
Photography JONNY FLEETWOOD





Driving goggles  
wouldn't be a  
bad idea...



Geoff engraved  
the immaculate  
Turner badges  
purely by eye

Over 300bhp  
per tonne needs  
a measured  
touch in the wet



Beautiful details  
make make even  
the Spartan  
cockpit a delight





'Even in third, clumsy use of the right foot will spin the back wheels'



**T**his slow bend is bringing us onto a straight stretch. A tentative prod at the accelerator makes the engine bellow and the back end of the car steps out. A quick twitch of the steering wheel and it's caught, and we continue rolling along in second gear. So let's gather speed more gently, a change up to third, and try again. Yes, even in third, clumsy use of the right foot will spin the back wheels. To be fair, the road is a little greasy and the tyres are narrow, road-going Blockleys, but there's no doubt about it – this is a bit of a monster.

ODH 111 is a Turner MkI, completed in 1951 but in rather different form. It's now powered by an Ardun V8, which is a Ford 'Flathead' V8 with an overhead-valve conversion conceived by Zora Arkus-Duntov, later known as the father of the Corvette. The body is new, completing a ten-year restoration with a look that evokes a mid-Fifties sports racer to perfection. What's the connection with the Cobra? Well, it's certainly there in the hairy driving experience, but it goes much deeper. More of that later.

I'm wedged into an aluminium bucket seat that's handsomely trimmed with diamond-stitched leather. The cabin is beamy, roomier than most cars of this type and era, with the gear lever emerging from the far side of the tunnel. It's a Borg-Warner T85, a heavy-duty transmission used in many Lincolns and American Fords from 1948. It originally had three gears plus overdrive, but has been modified to take four, with overdrive now active on second, third and top. Yes, that's seven possible ratios in a car that currently feels like two would be excessive. But we're not racing, so while shifting from second to top is relaxing on a rural drive, we're scratching the surface of what this car can do.

That said, the racing machine is only just beneath that surface. The floor-hinged pedals are nicely set up for heel-and-toe changes, vital if you want to match revs to change down while braking. You'd need to at racing speeds – this engine could lock the rear wheels all too easily during a hasty down-change. The brakes take everything in their stride and the ride is bearable even on rough B roads. Firm, yes, but not skateboard-like.

Then there's the steering, which together with that bruiser of an engine must be the car's greatest asset. It's unexpectedly light, yet brims with feel and accuracy. With the rear controlled on the throttle and the front by the perfectly sized four-spoke wheel, you could place this car wherever your talent allowed.

As we turn round, the steering lock proves amazingly tight, but there are only a few inches of ground clearance so pot-holed car parks are to be avoided. Some cyclists and walkers stop to peer at the car, not one of them with a clue to its identity. Those who ask look equally blank after being told it's a Turner.

Perhaps that's fair enough. Jack Turner's products tend to be thought of as Austin A30 or Ford Anglia-powered roadsters in the Sprite/Midget niche, as the vast majority were. He sold more than 650, mainly to the USA and across several models and marques, between 1955 and 1966. But that's not the whole story.

Turner began by working on clients' racing specials, then in 1949 developed his own chassis that would form the basis of eight cars, all bodied differently. Turner based it on the TBGT principle, as wags would call it, 'two bloody great tubes.' From these main chassis members, which bowed out in the middle to accommodate a crossmember, there were mountings front and rear for independent suspension. A single transverse leaf spring formed the upper link on each side. Wishbones supported the bottoms of the hub carriers, which met the leaf springs at the top. At the rear, Turner used the same arrangement, with the differential mounted to the chassis and driveshafts on universal joints. Steering came from a Morris Minor.

To fans of the AC Ace and Cobra, this may all sound rather familiar. The owner of ODH 111 and the man who's driven the restoration, Ken Prichard Jones, has some fascinating views on what the famous AC and Shelby may owe to Jack Turner.

Let's rewind. Cooper began making Formula 3 500cc single-seaters in the Forties using two Fiat Topolino front ends, joined back-to-back. The Topolino had transverse-leaf independent front suspension. One or two special-builders used these Cooper chassis as the basis for front-engined sports racers.





John Tojeiro saw the front-engined Cooper-MGs owned by Brian Lister and Lionel Leonard in 1950 or '51. He started building his own car along the same lines, with a twin-tube chassis suspended at each end by transverse leaf springs, and using Morris Minor steering. He sold it before completion but soon had orders for other chassis on the same lines, one of which (LER 371) was examined by AC and became the basis for the Ace prototype. AC began producing the new sports car in May 1954, paying Tojeiro £5 per car in royalties.

Sounds simple enough, but in this form, it leaves out a significant player – Jack Turner. Ken Prichard Jones explains. 'Jack Turner and John Tojeiro became friends, and in 1950 Turner began selling wheels to Tojeiro,' says Ken. 'Both were preparing sports and racing cars, selling parts and so on. Jack built his first twin-tube, transverse-leaf chassis in 1949 and began marketing it as his Turner sports car in 1951, when Tojeiro was working on his first chassis.'

So the idea that Tojeiro was inspired only by the Cooper-based specials ignores Turner as a closer link to Tojeiro's design, as sold to AC. Indeed, Cooper's racing car designs were much smaller and lighter than Turner's, which is virtually identical in size and layout to the eventual Ace. Despite Jack Turner's initial optimism about how many he might sell – one a month – he found that demand for his larger sports car was limited. With the advent of the Austin A30 in 1951, he saw that smaller, more affordable sports cars would sell better. He was also becoming interested in engines, getting Lea-Francis to re-cast blocks in aluminium for him.

'If Jack Turner had no further use for his first chassis design, did he let John Tojeiro have access to it during their negotiations on wheels and engines, or even let him have the designs for

nothing?' ponders Ken. 'That would explain why Tojeiro felt able to sell the design to AC so cheaply. Tojeiro may have seen the rolling chassis of the cars in the Turner workshops when he visited to discuss purchases.'

In other words, the Tojeiro origins of the AC Ace, and therefore Cobra, could in fact be Turner origins. It's speculative, but Ken's view is that Tojeiro's inexperience at the time and his lack of training make it plausible that the designs originated with Turner, and were then lightened by Tojeiro for racing.

'Turner was a talented and educated engineer and designer who ran factories producing aviation parts during the war,' says Ken. 'John Tojeiro left school with no qualifications and did not finish his engineering apprenticeship. His first attempt at car construction was a disaster with a very floppy MG TA chassis.'

So where does the history of Ken's car fit in? This is the second of Turner's eight early chassis. The first was a two-seater powered by a four-cylinder Vauxhall engine. It was later converted to a single-seat F2 configuration, rather like a Cooper T20. The second car, ODH 111, was built with a six-cylinder, 2275cc Vauxhall Velox engine and a two-seat drophead body similar to an Allard K2, with lamps faired into the wings.

It competed in this form in the Fifties but the body was then removed and replaced by a full-width GRP shell called a Convair (also known as a Nordec) in 1962. The owner opted for a 2262cc Ford Zephyr engine and it competed in hill climbs and sprints through to 1969, when the second major change took place. Out went the Zephyr and in went a 4.7-litre Ford V8 from a Sunbeam Tiger, plus flared arches and wider wheels. Ten years passed before the car changed hands around 1979 and was dismantled, but work never progressed.

#### 1951/2021 Turner-Ardun V8

**Engine** 4880cc ohv V8, twin Stromberg carburettors **Power & Torque** 305bhp @ 4500rpm, 321lb ft @ 2000–5500rpm

**Transmission** Four-speed Borg-Warner T85 with overdrive, rear-wheel drive

**Steering** Morris Minor rack and pinion

**Suspension** Front & rear: independent by upper transverse leaf springs, lower wishbones and telescopic dampers **Brakes** Drums front & rear

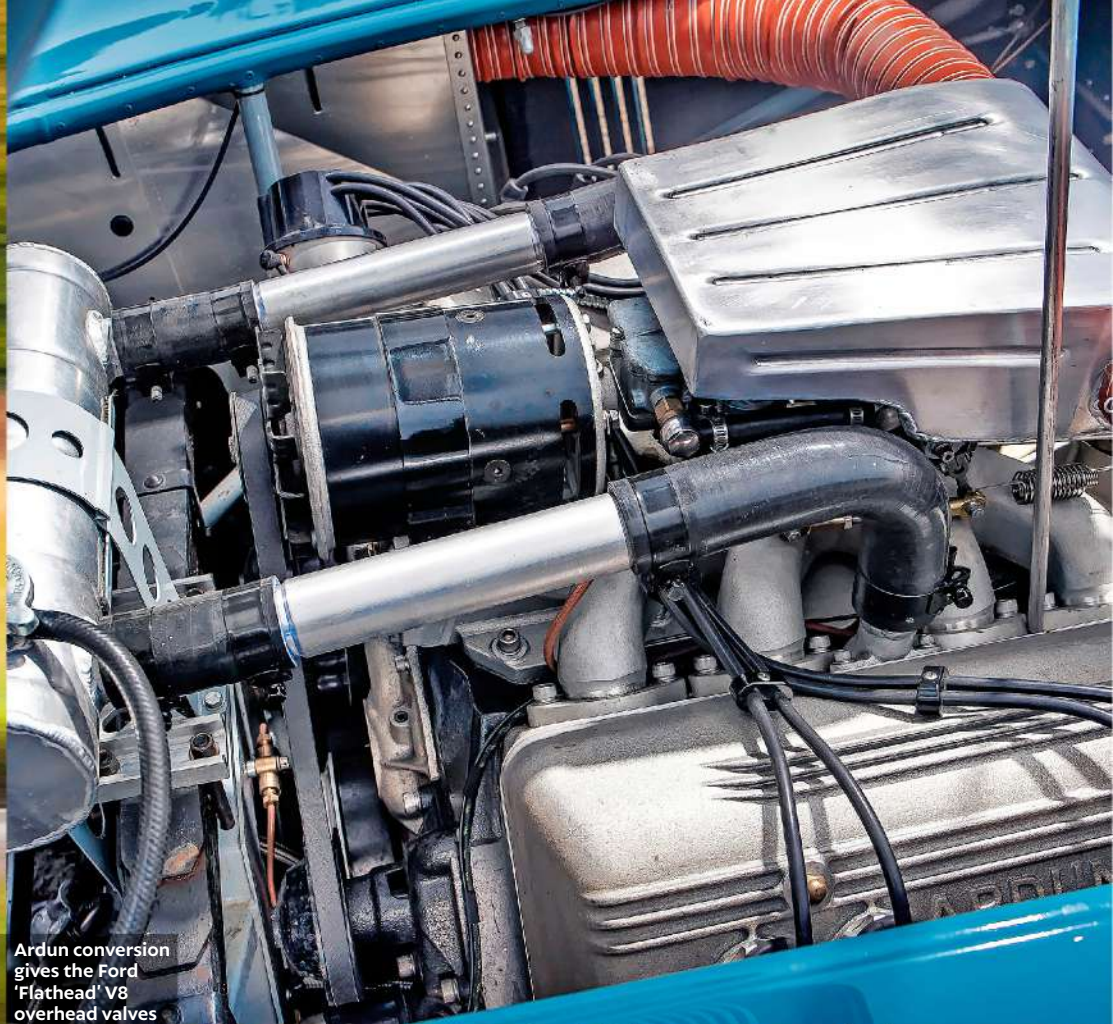
**Performance** 0–60mph: 6.5sec. Top speed:

150mph **Weight** 970kg **Fuel consumption** 15mpg **Cost new** £500 **Value now** £500,000





With near maximum torque from only 2000rpm, the thrust is quite something



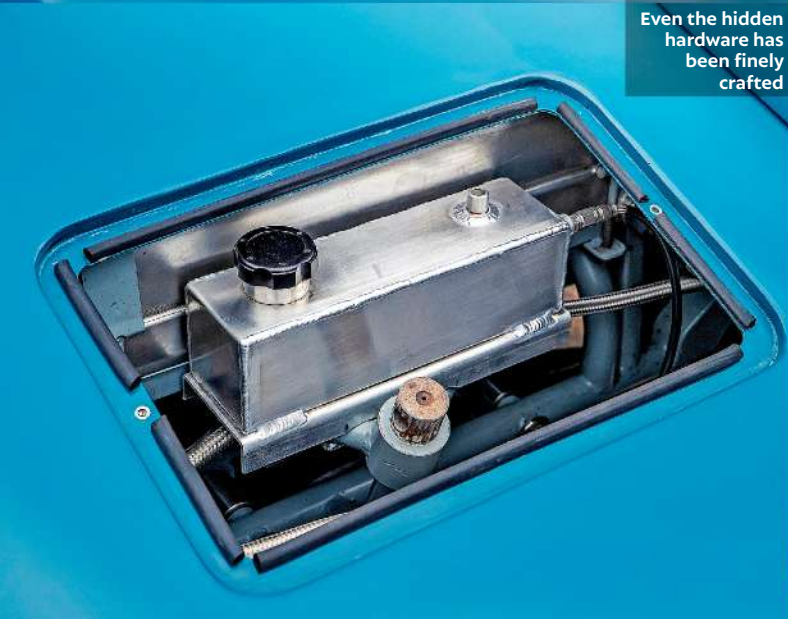
Ardun conversion gives the Ford 'Flathead' V8 overhead valves



Strapping into the racing harness is only partly reassuring



The Turner may have American twang, but it's a Brit alright



Even the hidden hardware has been finely crafted



The hardy Borg-Warner's ratios are pleasingly simple to navigate





Ken's vision required a deliberately British character for the rear end

'The secretary of the Turner Sports Car Club emailed me in 2011,' says Ken. 'I'd owned a 1650cc Turner-Ford in the Sixties, and more recently I bought a similar car to race. The email said that the second-ever Turner was in boxes in France, and might be for sale.' Ken couldn't resist. He researched the history of early Turners and discovered that one of them, chassis 008, had been powered by a Ford V8 with an Ardun OHV conversion. That car was long since lost, and as there would be no danger of copying an existing car, Ken chose to find an Ardun engine.

'I wanted to go racing, but a Vauxhall Velox engine wouldn't stand a chance in the classes the car was likely to end up in,' he says. 'So I looked up Ardun and found it was still in business in Southern California, run by a guy called Don Ferguson.'

Conversations with Don led to the choice of a 1949 cylinder block (least likely to crack) with aluminium Ardun cylinder heads, a racing crankshaft, conrods and pistons, giving 4.88-litre capacity. The engine was built to early-Fifties specification, which meant a Vortex magneto instead of a coil and distributor.

In 2015, Ken put his head together with Geoff Cousins. Geoff, as GC Engineering, has been building hot rods, vintage specials and racing cars for 30 years, and without him to translate Ken's intentions into metal, this car could have been very different.

'I knew what I wanted,' says Ken. 'I went around the paddock at Goodwood, taking photos of rear ends.' He means short, British rear ends as found on Austin-Healeys, not long, swooping Italian rear ends from Ferraris. But the front had to be more stylish, so Geoff worked out a shape and built a skeletal version in wire. Then he set to work with a wheeling machine.

The result is utterly convincing. Knowledgeable types guess at HWM or Sadler, but in truth it's unique, and bristling with details. 'I wanted the rear wing vent from a Lancia D24, while the front wing vents are like those on a Ferrari Barchetta.' The filler cap is a tactile delight, made from billets of steel and aluminium. Created in a CNC machine, I ask? Geoff shakes his head. 'I'm a handle-winding machinist,' he says. He's still adding to his arsenal of skills and taught himself to form the Perspex windscreen by using a heat gun and bending it over a mould.

## 'The result is testament to Geoff's inventive, resourceful craft'

There are practical choices too, with roll-cage steel concealed in the cockpit and under those high-cut doors. The trip-timer clock from a Lancaster bomber is an entertaining touch.

We've got time for one more run. After peering at that marvellous V8, down goes the bonnet and I'm back at the helm, pinned in by the six-point harness. I flip the switch to set off a bustle of electric fuel pumps, hit the starter button and give it a whiff of throttle, and all eight cylinders boom into life.

The clutch is quite benign for a racing car; the shift quality is good too. It all allows you to focus on the vivid acceleration. It's almost linear – the accelerator is all but hardwired to the speedo, with no slack to take up... unless the wheels start spinning.

When we return to base and Ken shows me the engine dyno read-out, the performance makes sense. More than 300lb ft of torque arrives at barely 2000rpm; it rises to 321lb ft soon after and stays there, flat, to 5500rpm. Peak power? Some 305bhp, in a car that weighs 970kg fully fuelled – rather less than an MGB.

Ken has invested a huge amount of time and money in building this car, which is an equal testament to his enthusiasm and to Geoff Cousins' inventive, resourceful craft. What we have here is the latest incarnation of a much-campaigned war horse. And it has a unique connection to one of the all-time sporting greats, especially now it has been equipped with a Ford V8 in tribute to the long-lost sister car.

'I'm not claiming ODH 111 is a parent of the Cobra,' says Ken, 'but I'd certainly call it a grandfather or, at the least, a godfather.'

**Thanks to:** Ken Prichard Jones, Geoff Cousins, Nick Crewdson, Turner Sports Car Club.



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## Seven steps to buying a Citroën XM

This heir to the DS and SM offers a lot of Citroën for the money, but they're complex, so buy carefully

Words RICHARD DREDGE Photography JOHN COLLEY

**A** well-bought Citroën XM potentially represents a very smart classic acquisition right now. Prices are on the up, and yet unlike its predecessors – DS, CX and the exotic V6-engined SM – they're still in the realms of affordability. Also unlike Citroëns of yore, the PSA-engineered XM resists rust like a Peugeot.

In four-cylinder form, these represent a great-value offbeat piece of classic saloon fun. With V6 power, they're more expensive and sought-after, but fantastic grand tourers in the SM mould.

But they are mechanically complex, and have a habit of frustrating mechanics unused to Citroën hydropneumatics and electronics. With this in mind, we called upon specialists Rob Moss of Chevronics, Malcolm Orme of Savoy Garage, and Michał Kurlej of Q&K Citroën Classics in Lublin, Poland.

### Which one to choose?

► Launched in 1989 to replace the CX, the Bertone-styled XM worked SM styling cues into a five-door fastback, including the thin nose, offset badging and

### What to pay

► You can still find running XMs around **£2k**, although these tend to be unloved 2.0 cars. For a reliable, sorted car, budget at least **£3k**.  
► Traditionally, diesels commanded more, with the best 2.5s making **£5k**, although given ULEZ restrictions, demand may slacken off. Beware hard-worked estates.  
► V6s start at **£5k** for a good one. At this point, generation and body style matters; mint S2 V6 estates fetch up to **£7k**, while low-mileage S1 V6 hatchbacks are heading for **£10k**.

angular lines. Launch engines were a 2.0 SOHC 8v petrol with carburettors or injection (all injection from 1992), a 2.0 Turbo, 2.1-litre diesels in turbo and non-turbo forms, and a V6 in 12v and 24v guises.

► Estate models launched in 1991.

► Big changes were made in 1994. The styling was made less radical, with the badge moved to the middle of the grille, and a more conventional interior with three-spoke steering wheel and analogue dials. The 8v petrol engines were replaced with a new 16v dohc 2.0 four-cylinder, and the normally aspirated diesel was replaced by a new 2.5-litre turbodiesel. Suspension evolved into slightly firmer 'Hydractive 2'.

► Final changes came in the 1997 model year, when the PRV V6 was replaced with Citroën's new 24v ES9 3.0 V6. Production of all XMs ended in 2000.

### Bodywork

Rust is rarely a major issue but can be a big deal to fix. Look for it where the lower front wings meet the sills – or worse, evidence of filler in the panels.

Blocked drain holes cause sills to corrode from the inside out, so check for rot around the jacking points.





'Launched in 1989, the Bertone-styled XM worked SM styling cues into a five-door fastback'

The box sections that strengthen the floorpans also rot from the inside. Replacement sills cost just £50 each, but depending on the extent of the rust, the cost of repairing them can run over £1000. Rust also occurs where the rear subframe mounts to the body and along the door bottoms. Subframes rarely corrode but thankfully replacing them is relatively cheap and easy compared to sills and box sections.

All XMs got a sunroof as standard until 1998 when they became optional. They can leak – often channelling water through the interior light – and the drive cables are known to snap. Replacements cost £100, plus the time-consuming labour involved in fitting them which includes removing the headlining. As a result, many XM sunroofs tend to be left shut.

### Engine

The 2.0-litres are the least reliable and the least powerful. The 16v piston skirts lead to wear and consequent knocking, though they do keep going. They tend to leak oil from their cam covers and leaking exhaust manifold gaskets can be an issue; new gasket sets are available for £110. Citroën

recommended fitting a new timing belt to the four-cylinder engines every 10 years or 48k/72k miles, but every five years or 48k miles is better. A top-end rebuild kit costs £400, with the job itself running to £2000 or more if done professionally.

The 3.0 V6 is refined and muscular. It's also the most reliable, partly because it's the only XM engine to use a timing chain rather than a belt. The earliest V6s had the PRV engine, but this was superseded by an all-new PSA unit in 1997.

Diesels are usually reliable if they're properly serviced and anti-freeze levels are maintained. Failure to do so risks cylinder head gasket failure because all XM engines have an alloy head.

### Gearbox

Replacing the clutch is a big job for which a specialist will charge at least £800, despite it being an engine-in job on all models except the 2.5D. Clutch cables also stretch and snap and replacements are scarce.

All 3.0 V6s came with a four-speed ZF automatic gearbox as standard; a five-speed manual was a no-cost option. The 2.1 diesel and some 2.0 engines





Comfortable cabin gained a large armoury of electronics for the Series 2

Diesels were once the obvious choice, but emissions regs are likely to dampen their popularity



could be ordered with either gearbox but the 2.5 diesel was manual only. Manuals rarely wear out but the autos aren't as durable. All early XM autos used a ZF-built 4HP18 gearbox; 1997-on petrol-engined cars got the more durable 4HP20. Both can cover 150,000 miles if the fluid is changed every 12,000 miles but neglected gearboxes suffer from slow gear engagement and possibly overheating. Overhauling a damaged gearbox will cost at least £700.

### Hydropneumatics

All XMs have power-assisted steering that is generally reliable, though it's always wise to check for leaks and puddles of fluid beneath the car.

The Hydractive hydropneumatic suspension (Hydractive 2 from June 1993) is also crucial to the car's character. The earlier system is more reliable as the diodes fail in the solenoids of later cars, but Hydractive 2 provides a better ride. Whichever one you go for, it generally behaves well as long as the LHM fluid is changed every three years or 36k miles.

If the suspension feels hard during a bounce test (conducted with the engine running and all doors closed) then it will need new spheres, but this could also indicate electrical failure on a Series 2. Suspension pipes corrode and the various unions

and joints can leak, leading to a lopsided stance. Leaking spheres cause all sorts of issues but should last around 60,000 miles on Series 1s and 100,000 miles on Series 2s. The two are interchangeable.

There are six spheres; one at each corner plus two in the centre (front and rear). The corner spheres are easy to replace but those in the centre are less accessible and therefore often neglected. Regassed spheres are £15 each, pattern replacements £25 and OE items £60 each, or £100 for the multi-layer units denoted by three dimples around the filling port, fitted from 1994. Fitting spheres is straightforward for a specialist; they'll charge £200 to do the lot.

### Brakes

Anti-lock braking was standard on all XMs bar some pre-May 1992 2.0-litres and diesel cars, for which it was a cost option. Early cars used a Bendix system which made way for a Teves setup from 1995. Faulty wheel sensors can cause the system to fail and early Bendix sensors are getting difficult to find. Relay board failure on the ABS pump is another common glitch – replacing it costs £200 including fitting.

The parking brake is foot-operated and acts on the front discs. Although the setup is reliable, rear discs can corrode and the calipers seize. Cleaning



'Hydropneumatic suspension is central to the XM's character'



and freeing everything off is simple but £400 all-in replacement is the only answer if corrosion is bad.

### Electrics

The electrical system is complex and can throw up various problems, usually resulting from poor earths. XMs have been cheap for so long that bodgery is far from uncommon. Series 2s tend to suffer less from electrical gremlins than the earlier cars, despite having more electrical equipment such as heated washer jets and pressure headlamp washers.

Most XMs (bar the 2.1 diesel) have air conditioning and posher versions have automatic climate control. Check that the system blows icy cold on its lowest setting. Defunct aircon may merely need a recharge, but there could be a leak in the system or the condenser may have failed. New condensers are £35 but they're time-consuming to fit.

The Series 1 XM dashboard is more characterful than the Series 2's but contains a digital display that tends to fail in stages. Just a few pixels fail initially until it gradually becomes illegible. Replacement displays are no longer available new, but Q&K Citroën Classics in Poland sources replacements for £100. It also sells set of £12 rubber padding strips to help reinforce the display's electrical contacts.

**A careful previous owner will typically have invested heavily in upkeep of the XM's various systems. If they haven't, then you will certainly have to**

### Owning a Citroën XM



#### Will Brackenbury

XM owner Will was brought up with Citroëns and learned to drive in a GS. Having owned two XMs new, he now has a pair of them in his garage, both manual-gearbox diesels. Says Will, 'These cars still look futuristic and attract a lot of interest at shows. They're spacious and comfortable but still fabulous to drive – the steering, ride, handling and brakes are all superb. They're easy to work on too, once you understand how they work – I do all of my own maintenance, including the hydraulics, engine and transmission plus the electrics.'

'The XM isn't particularly rot-prone but corrosion can kill them because of the high cost of repairs in areas such as the sills – if there's rust there, it'll be in more complex adjoining areas too. Interiors usually last well although the Exclusive's Alcantara seats (others got leather or velour) rarely last more than 80,000 miles. You can usually track down used interior parts – some bits are scarce in the UK but most can still be sourced in France via sites like Lebancoin.'

'You'll be lucky to find XM-specific parts at a Citroën dealer because there's been no factory support for years. The XM's rarity means parts rarely crop up at autojumbles but you should have better luck within the two key clubs – XM Club and Citroën Car Club – and online.'



#### Matthew Thomas

'I haven't had any cars other than Citroën XMs for 16 years now,' says Matthew Thomas. 'They're just so unique, and I know my way around their systems and foibles now. I'm an architect, and when a colleague of mine demonstrated his XM to me, I was so impressed that I traded in my Saab 900 for one.'

'I have four now, all early V6s. Not only is the PRV V6 more distinctive, it's also a simpler engine than the turbocharged variants, a traditional, easy-to-work-on unit.'

'My latest is a 24v, the most exotic of all XMs, and being left-hand drive it has DIRAVI steering like an SM. I found it in Germany – they're extremely rare in the UK. I'd recommend Germany if you want an XM. They sold relatively well over there and the Germans look after their cars, so there's plenty of choice, both on eBay.de and moto.de.'

'Engine parts for early V6s are getting rare though, especially things like starter motors and radiator hoses, and you won't find an XM in a British scrapyard. So I've broken 15 XMs and have my own stock of parts. There's a good technical advice forum for XM owners online too.'

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Peter McIlvenny of specialist classic car insurer Carole Nash says, 'Now I would be lying if I said I had insured lots of Citroën XMs in the last few years, but with fewer than 200 on the UK roads that's not a big surprise. What is a surprise is what great value this model remains – and while it's not quite as cool as a DS just yet, it's still a comfortable cruiser that says, "I've arrived." Around £3000–£4000 will buy you a really clean example but be prepared to accept that the best are often on the continent and in left-hand drive. Future values are hard to predict but what can be assured is that they're only going up. So, buy one now and enjoy the ride!'

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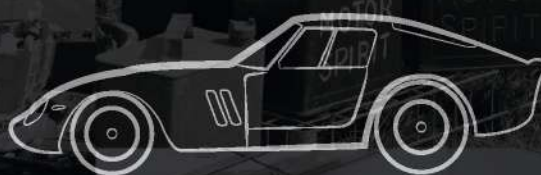
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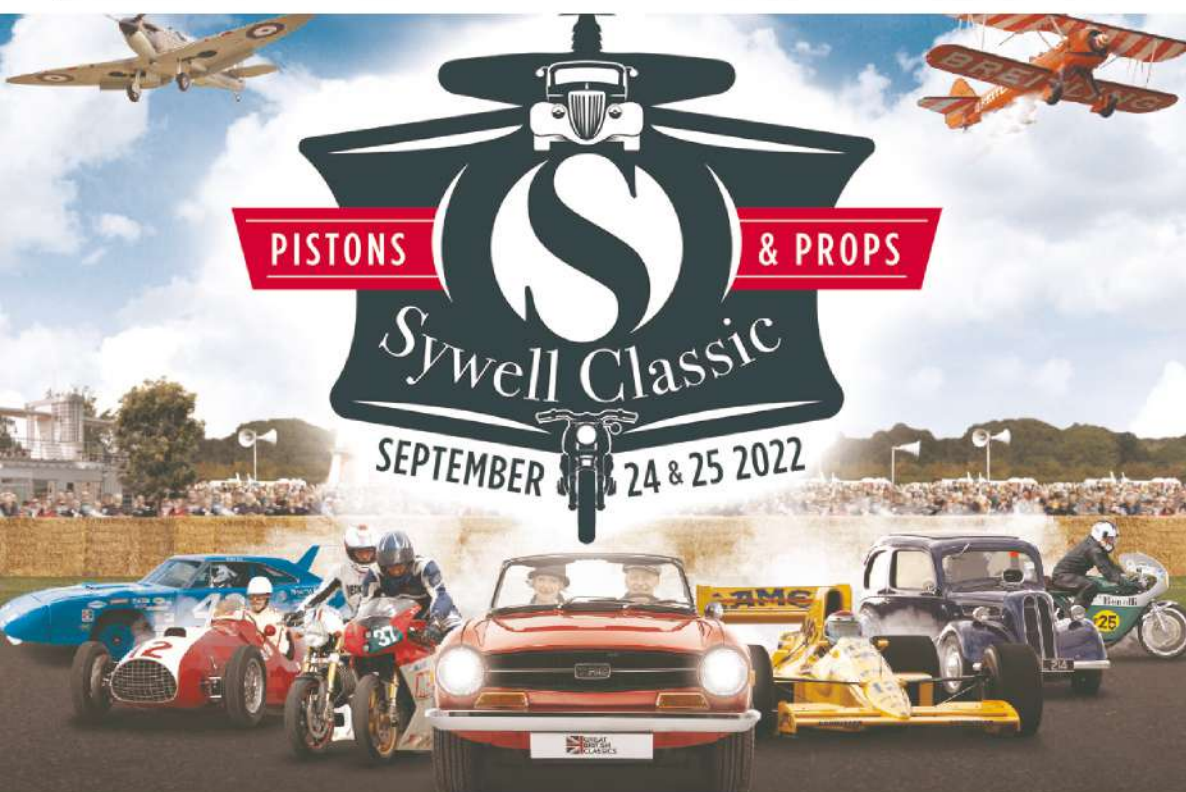
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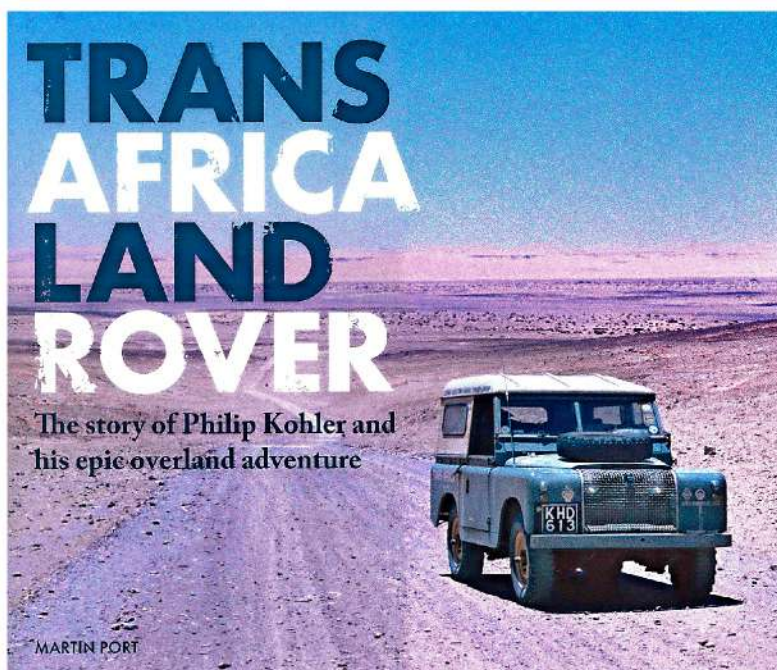
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## Trans Africa Land Rover

By Martin Port, £30, [porterpress.co.uk](http://porterpress.co.uk), ISBN 978 1913089 29 0

This book is about so much more than its titular Land Rover. Fundamentally, it's a book about people, specifically its subject Philip Kohler, and perhaps unintentionally, its author Martin Port. Because without Port's curiosity in discovering a faded Land Rover in an overgrown garden in London, and his determination to uncover its secrets, this story might never have been told.

You probably don't know who Kohler is, which is where Port and his diligence comes in again – through investigation and storytelling, Port makes you care.

It's fundamentally a story of adventure and discovery, of travel from Australia, throughout Europe and across Africa. One which led Kohler to a career as a location manager in the film business – and to amass a truly staggering photograph collection, much of which is reproduced here for the first time, rescued from obscurity.

Ironically, given the title, the Land Rover is only a supporting artist. The life of Kohler – the traveller who got to know Africa so intimately as to introduce Hollywood to it – deserves a film in itself. Engrossing and spellbinding.

### Lime Rock Park

By Terry O'Neil, £170, [daltonwatson.com](http://daltonwatson.com), ISBN 978 185443 316 9

This heavyweight 680-page quarto has an index section that is 25 pages long – with each entry in tiny writing – which epitomises exactly how comprehensive it is. This history of the Connecticut circuit focuses on the early years that saw the track originally curtailed from the original plans resembling an American Nürburgring, propelled to the summit of motor sport, then laid low by local legal wrangles.

The reason for the book's sheer size is the fact that it's a near day-by-day record of the goings-on at Lime Rock, all the way from the imaginings of a group of enthusiasts driving their MGs around an impromptu dirt track, right through to the actions of the Planning and Zoning Committee, with their responses to complaints about noise and traffic disruption, which led to a ban on Sunday racing from 1976 – and all the legal paperwork is contained within this book alongside all the race results.

This publication is a phenomenal undertaking by O'Neil.

### BMW Mini

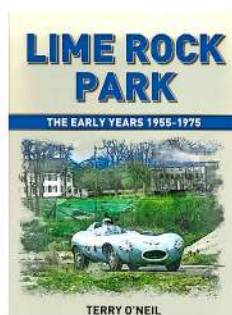
By James Taylor, £15.99, [amberley-books.com](http://amberley-books.com), ISBN 978 1 3981 0981 0

The reinvented Mini still creates controversy among traditionalists to this day, so it's hard to believe that it's more than 20 years old and that those early Ones and Coopers are now classics.

Free from corporate interference, Taylor writes the history of the modern Mini marque objectively, presenting it as a success story for the British motor industry, and the saviour of the Austin-sized species of small Rover that seemed to lose its way in the Nineties.

Most of the politics are here, including fascinating insights from insiders who knew Sir Alec Issigonis and reckon he would've approved of it. The story is taken right up to date too, with model-by-model profiles right up to 2021.

One thing lacking, though, is the motor sport story. There's a single cursory page on the Mini Challenge racers, and nothing at all on the Prodrive-devised Countryman WRC cars. Given the fallout between BMW and Prodrive, perhaps some politics are still too raw to report on?



### MORE TO ENJOY

#### Recreational Vehicles

By Andrew Woodmansey, £30, [pen-and-sword.co.uk](http://pen-and-sword.co.uk)  
A history of caravans, with traveller and aristocratic ideals combining in Victorian times, through to American and Australian active lifestyles in the Thirties. Would have worked well twice as long, taking the story to the present day though.

#### Victor Morel and Antoine Joseph Grümmer

By Philippe Gaston Grümmer, £145, [daltonwatson.com](http://daltonwatson.com)  
Descendent of the title character tells the origin story of French coachbuilding through the history of the firm. Mainly concentrates on the horsedrawn carriage era though.

#### Ford Mustang 3rd Generation

By Dave Smith, £14.99, [veloce.co.uk](http://veloce.co.uk)  
Everything you could ever want to know about buying a classic performance bargain: the 1979-1993 Mustang and its sibling, the Mercury Capri.

All these books are available from Chater's, many with discounts. To find out more, go to [chatters.co.uk](http://chatters.co.uk)

### MODELS



#### 1:12-scale McLaren MP4/5B

£459.99, Minichamps  
This vast resin model of Senna's 1990 F1 car is infuriatingly light on detail for something so expensive. The engine cover doesn't come off – all you can see in terms of mechanicals are the radiators and exhaust tips. No avoiding its presence though.



#### 1:18-scale BMW M3

£64.99, Solido  
It's great to see Solido taking on BTCC subjects like Tim Harvey's 1991 BMW, especially at this value. The bonnet doesn't open but the doors do, revealing a detailed caged-up racing interior with working steering. More please.



#### 1:18-scale Iso Grifo

£192.99, Cult  
It's about time someone gave the Grifo the 1:18 treatment, and Cult has excelled itself with this resin model. Proportions and external details are flawless, with the interior properly moulded, sized and legible. Faultless.



#### 1:43-scale Toyota 92C-V

£64.99, Spark  
This resin model is superficially reminiscent of Atlas's much cheaper diecast Group C Toyota, until you feel its sheer heft, and spot details like the tiny rear suspension arms and machine tape around the exhausts. Pity the interior's so gloomy.



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Indicators passed the MoT test but a fuel leak failed it



## Mysterious forces

### Jaguar E-type S1 FHC

Owned by Phil Bell

(phil.bell@bauermedia.co.uk)

Time owned 12 years

Latest/total mileage 0.5/108,914

Latest/total costs £28/£15,939

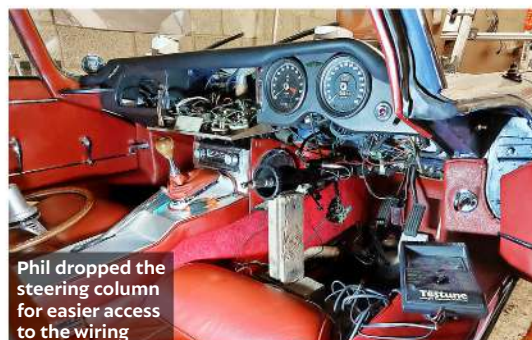
Previously Perplexed by indicator fault cause

The end to last month's Our Cars had me confessing to an unsatisfying lack of progress with the E-type's faulty indicators. Despite chasing a voltage drop around the circuitry, I still couldn't work out why they slowed and eventually stopped when the headlamps were switched on. I did discover a phantom white-coded wire that was implicated in the mystery, taking its feed off the supply side of fuse 6, the one that the indicator uses. Removing said wire allowed the indicators and headlamps to work in harmony, yet didn't seem knock out any other functions. I've had no luck finding where it goes to after disappearing into the cloth-bound loom.

I decided to admit defeat and seek expert help, so the next time friends Rob and Pete were over for one of our regular mountain biking Sundays, I waited until

we were back from the ride and hungry before casually mentioning that dinner was conditional on applying their electrically-wired brains to my problem. We got nowhere with identifying what my phantom white wire did, but Pete suggested taking the indicator wire off fuse six and fitting to one of the others. I chose fuse 8, which feeds the handlamp flash, interior lamps and cigar lighter, and Rob set to work with a multimeter to check that my new arrangement wasn't overloading its supply.

All good, so after checking over the rest of the car, I booked in for an MoT test at the village garage. Last month I mentioned the folly of How Hard Can It Be (HHCIB) syndrome, but just a few weeks later I was succumbing to another called WCPGW - What Could Possibly Go Wrong? Come the day of the test and I found out, as petrol started leaking from one of the carburettor float chamber overflows. A light tap on top of the chamber with a spanner usually cures it. Not this time, so my Jaguar received its



second fail certificate in eight months. At least the indicators passed.

A worn needle valve? Fitting a new one made no difference. Pete suggested a leaking float - the acidic byproducts of ethanol breakdown attack the solder on the brass floats, creating invisible pinholes that allow them to lose buoyancy. The test is to give it a shake and listen. Even before I heard the telltale sloshing, its weight told me it had taken on fuel. Time to order a new one.





Classic angling too with Fifties rod and reel

## Mysterious noises

### 1954 Morris Minor SII

**Owned by** Russ Smith

**Time owned** Seven months

**Latest/total costs** £41.34/£679.60

**Latest/total mileage** 111/17,817

**Previously** Bought rare cylinder head

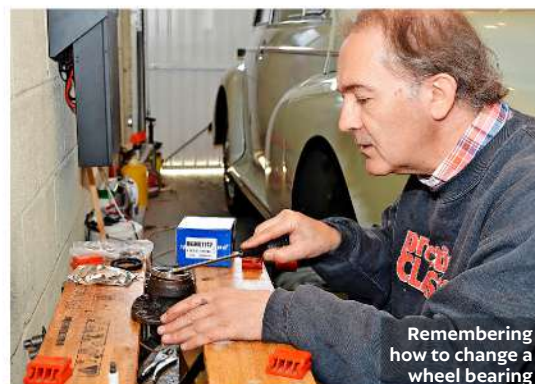
Since the onset of spring the Minor has become my car of choice for nearly all local daily-driving duties. Some of that's down to novelty value, naturally, but I love the way Minors drive and have done since I fell for my first one back in 1978. It's all those little things – the feel through the very direct steering, the practiced flick of the gear lever before moving off – dropping it into second then straight forward into first to compensate for the lack of synchromesh – and especially the raspberry from the exhaust on the overrun. That's always been an essential part of the Minor's charm for me.

Of course, using an old car regularly means stepping up on the maintenance. To help with this I treated myself to a new grease gun because there are plenty of nipples that need attention every 1000 miles or so. My (very) old one had never

been that magnificent at getting the grease where it needed to go so I splashed £36 on a fancy pistol-grip gun from Machine Mart. That price included the personal revelation of an optional quick-release coupler, which is so simple, clever and easy to operate that it turns what has in the past been a messy chore into a mechanical enthusiast's delight. I actually felt a twinge of disappointment once I ran out of grease points to attend to.

The other thing about putting a fairly long-dormant car into regular use is that it will demand a degree of debugging. Most of those, like a shaken loose earth lead that silenced the car's period radio, have been easy to sort. But one defied my attentions – an annoying low speed noise coming from the general direction of offside front wheel. It was a rough and varying squeaking sound that I would best liken to two guinea pigs fighting over a corn cob. One that would stop, or at least vary, when braking or steering.

My best guess was the brakes so I cleaned out the drum and adjusted the shoes on that side. One of them was a bit too tight, which seemed hopeful, but a



Remembering how to change a wheel bearing

test run showed no difference at all. I had felt slight play in the wheel bearings while doing the brakes so blamed those next and bought a kit from ESM Spares. It's a fairly easy job that I've done before, and the grease in there was old and hard, so that probably explained everything.

No, once back out on the road I could still hear the rodents doing their thing. Still clearly from the offside front wheel. Or was it? My good lady Susan, who is of a scientific bent, suggested the phenomenon of 'referred noise'. I was sceptical, but it made sense to adjust the nearside front brake too anyway, so I did. And the squeaking vanished.

There's a lesson to be learnt here, but whether it's about the obvious answer not always being right, or simply that it's time I got my hearing tested, is a matter for debate. At least the problem was solved, so I had time to pop out in the Minor for an afternoon's fishing. Very quietly.





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## Raising the roof

### 2000 Toyota MR2 Roadster

Owned by Sam Dawson ([sam.dawson@bauermedia.co.uk](mailto:sam.dawson@bauermedia.co.uk))

Time owned Two and a half years

Latest/total costs £600/£2655

Latest/total mileage 1176/91,676

Previously Considered swapping it for a Celica

Having decided to keep the MR2, but also admitted to myself that money needed spending on aesthetics, putting it on show seems like an odd move, but there were good reasons. Car Girl Culture, the club that my partner Kayla helps to run, had a show stand at JapFest, Silverstone's celebration of Japanese cars classic and modern. However, her own show-worthy cars are French so my Honda Civic Sport got drafted in for events shelter lugging duty. Then another member dropped out, leaving another space on the stand, so the MR2 got the go-ahead, too. We convoyed across Northamptonshire and my scruffy daily-driver and equally scruffy weekend fun car stood looking rather bashful

among some of the shiniest, most beautifully kept examples of Japanese performance icons imaginable. I gave the MR2 a quick scrub down after Honda Integra Type-R owner Charlotte took pity on it and loaned me a crate of Auto-Glym cleaning products, but it was never in concours contention.

However, an alert pinged on my phone as I browsed the rows of glorious restored Datsun Zs, rally-spec Subaru Imprezas, wonderful oddball Kei-cars and rare Japanese special editions. Someone on Gumtree was selling a scarce MR2 hardtop. And they only wanted £600 for it.

The seller, Jason, admitted that it was red and faded with some crazing here and there but that was beside the point – it was half the price of some I'd seen. I wasn't even bothered about the colour discrepancy really and spent the rest of the afternoon Googling Toyota Group C liveries to see if I could get away with accessorising the combination of Absolutely Red and Liquid Silver Metallic with some tape stripes, perhaps

emulating the Denso or STP liveries that some 88Cs ran in (look at an 88C and you'll see where the Roadster draws styling inspiration from). I agreed to buy it and pick it up before anyone else had time to get their mitts on it.

Surprised at my enthusiasm for it, Jason asked, 'You do know where I'm based, don't you?' Perhaps one of the reasons why he hadn't been inundated with interest was because he was in Carew, Pembrokeshire. Not far from the westernmost tip of Wales.

I considered hiring a van or borrowing an estate but then I looked at the map. In between me and the hardtop lay the Brecon Beacons and some of the finest driving roads in the country, including some classic sections of the RAC Rally. Decision made – I'd go in the MR2, and it would return home as a coupé.



Quick scrub left the MR2 looking shinier at JapFest

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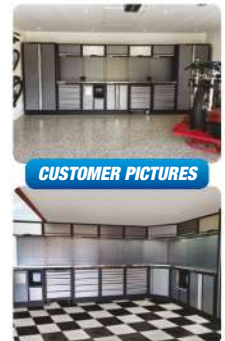
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CTC800C	8 Dr chest/cab	616x330x1070	£159.98	£191.98
CTC700C	7 Dr cabinet	616x330x880	£159.98	£191.98
CTC1300C	13 Dr chest/cab	620x330x1320	£189.98	£227.98
CTC1103	3 Dr step up chest	672x310x250	£72.99	£87.59
CTC1109	9 Dr chest	662x305x421	£134.99	£161.99
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CTC500C	5 Dr cabinet	575x355x770	£139.98	£167.98
CTC800C	8 Dr chest/cab	616x330x1070	£159.98	£191.98
CTC700C	7 Dr cabinet	616x330x880	£159.98	£191.98
CTC1300C	13 Dr chest/cab	620x330x1320	£189.98	£227.98
CTC1103	3 Dr step up chest	672x310x250	£72.99	£87.59
CTC1109	9 Dr chest	662x305x421	£134.99	£161.99
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## 1967 Jaguar 'Mk2' convertible £125,000

Strong money, but as **Sam Dawson** explains, as well as being an eye-popping conversion, this Jag also has Brit Pop provenance

**Y**ou can view this car two ways: as a unique and beautifully-finished coachbuilt classic or as a piece of rock 'n' roll history. It started life in 1967 as a 340 saloon, but nothing is known of its first 30 years. However, in 1997, as Oasis released their third album *Be Here Now*, the band's Noel Gallagher commissioned Vicarage Cars to build him this unique two-door drophead, based on a car built in the year of his birth.

The result is heavily re-engineered, complete with thicker pillars and extra stiffening behind the panelwork to help keep scuttle-shake at bay. It wears 'Armco' bumpers from a Mk2 in place of its original single-blade 340 items, and it has a 3.8-litre XK engine, with automatic transmission taken from an XJ6 Series III.

However, Gallagher barely used the car – he's always been chauffeured in it because he doesn't have a driving licence. There are just 2123 miles on the odometer racked up since the 1997 build, and its service history consists of the original registration document and the latest MoT certificate. However, it does have Vicarage Cars' seal of approval, because it was

sent back there for a thorough servicing – which included new tyres – after appearing in the music video for the High Flying Birds' single *We're On Our Way Now*, in which it was driven by former *Doctor Who* actor Matt Smith.

It still looks brand new. The panelwork and paint is consistently flawless with not a single sign of rust, as is the extensive, completely unpitted chromed brightwork. Inside, the red leather seats look completely unworn, and the Vicarage-branded instruments sit within a glossy wooden dashboard which again, shows no sign of patination or cracking. In fact, the only real sign of wear is a couple of extremely minor scratches in the metal around the hood's tonneau cover, a legacy of it being fiddly to fit. The front seats are XJ6 transplants, as are the centre console's vents; all is in great, unmarked condition, likewise the Personal steering wheel. The electric windows and roof all operate smoothly.

Beneath the bonnet, it's a similarly flawless story, featuring twin SU carburettors but with plastic washer fluid bottle and coolant expansion tank of XJ rather than Mk2 origin. Some tiny cracks in the paint in the bonnet's slam

panel around the front latch are the only inconsistencies that we could find.

The engine fires instantly, idles evenly with a bassy thrum, and pulls consistently under acceleration, with no hesitation or slurring from the gearbox as it gets up to cruising speed. On the road, there's an impressive lack of scuttle-shake, and the way the car rides and handles – firmer than the Mk2 norm, its nose darting into corners with minor turns of the wheel – makes it feel more like a larger, thoroughly well-sorted XK150 than something saloon-based. The brakes are powerful and draw the car up evenly too.

The price isn't as silly as it might look either. It'd be cheap for an XK150S in this condition, even before the Noel Gallagher connection is factored in. All things considered, it's an attractive opportunity.

### CHOOSE YOUR JAGUAR MK2

► Introduced in 1959, the Mk2 saloon range was a modification of the outgoing 2.4 and 3.4 Mk1, with wider rear track, larger glass areas and restyled grilles and wheelarches, plus a new 3.8-litre version at the top of the range.

► The Daimler version was introduced in 1962, with fluted grille and numberplate plinth, plusher interior, along with a 2.5-litre V8.

► The 3.8 was dropped in 1967 ahead of the arrival of the new XJ6 in 1968. The 2.4 and 3.4 were renamed 240 and 340 respectively and restyled with single-blade bumpers. Daimler V8 was renamed 250. The 340 was discontinued in 1968, and the rest of range lingered until 1969.

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### 1967 Vicarage Jaguar 'Mk2' drophead

**Price** £125,000 **Contact** Hurst Park Automobiles, Surrey (hurstpark.co.uk, 01372 468487) **Engine** 3781cc in-line four-cylinder, dohc, two carburettors **Power** 220bhp @ 5500rpm **Torque** 216lb ft @ 3000rpm **Performance** 0-60mph: 8.5sec. Top Speed 125mph **Length** 4572mm **Width** 1702mm





Fresh paintwork contrasts with the faded canvas tilt at the rear



The boss will be refitted, we're told



Engine runs lustily and runs strongly

## 1982 Land Rover Series III 88 £24,795

This nicely-restored 'Series' Land Rover blends period appeal with modern-classic usability, according to **Sam Dawson**

**T**his 88-inch-wheelbase 'cab truck' is a rare Land Rover – most Series IIIs are Station Wagons. It's unusually clean too, with a shiny galvanised chassis and no sign of off-road use – not surprising, as it's fresh from a restoration at HX Motors in Kent between 2019-21.

The restoration aimed to keep the car's sense of patina, as seen in the worn, faded fabric of the rear canopy – while making the rest of the car as good as new.

There are no invoices detailing the money spent, but HX was meticulous in its photographic documentation of the restoration, which included new chassis, wheels, tailgate, door bottoms and fuel tank. Elsewhere in the service history is a continuous run of MoT certificates between 1993-2014, attesting to its mileage from 25,729 to 58,677; it's currently reading 58,709.

The Security tyres are brand new too, but the spare isn't really in a fit state to use. Under the bonnet, the engine bay is very clean, although there's evidence of oil spray around the filler cap area, and a minor splatter at the back of the bay.

In keeping with the theme of the restoration, the rest of the bodywork

is a curious mixture of worn and fresh. The paintwork is creamy-smooth and consistent throughout, apart from a touched-in chip on the passenger-side front wing near the headlight. There are also a couple of small, shallow dents, again near the headlight, with a corresponding scuff on the bumper beneath, consistent with nerfing a gate open in a former, rougher life.

The aluminium trim that surrounds the windows is patinated, with some bubbling up the driver's-side A-post, but it's solid and weathered rather than corroding. The canvas back is discoloured, but it isn't torn, although the strap buckles are rusty. The rear loading bay itself, though, looks spotless and unused, as does the cabin trim, apart from a nick in the seat leather beneath the driver's-side door latch caused by an aftermarket inertia-reel seatbelt mechanism. The steering wheel boss fell off during our test, but this will be reattached before sale.

The engine starts on the first turn of the ignition key, but needs plenty of choke to get going and stay running from cold. The temperature gauge was sluggish and the car appeared to run cold on our test.

However, the engine ran lustily, pulled strongly and made no untoward noises other than the expected roar under load.

Crucially, the gears engaged cleanly for a 'Series' Land Rover, with high and low ratios engaging when requested. Unfortunately, while powerful, the brakes pulled violently to the right on an emergency stop test – hard enough to yank the steering wheel out of control. However, the vendor says it will investigate and rectify this issue before the car is sold.

The price represents very strong money for a Series III. However, if you consider the unusual body style plus the cost the recent restoration would have incurred, it starts to look like better value.

### CHOOSE YOUR LAND ROVER SERIES III

► Introduced in 1971, the Series III was essentially a facelifted Series IIA, with a new plastic radiator grille. It was available in 88 and 109-inch wheelbase, and fully open, enclosed Station Wagon, and 'cab truck' pick-up forms, with a choice of 2.3-litre diesel and petrol engines, plus a 2.6-litre petrol straight-six. US sales discontinued in 1974.

► Despite the project having its origins in 1966, the Land Rover finally gained a 3.5-litre Rover V8 option with the Stage One of 1979. Correspondingly, the straight-six option was discontinued in 1980.

► 'County' with plusher interior on sale in 1982.

► Series III discontinued in 1984, replaced by new Ninety and One Ten models.

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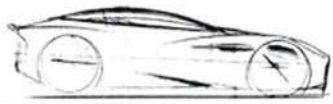
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### 1982 Land Rover Series III 88

**Price** £24,795 **Contact** Winchester Autobarn (01962 677776, winchesterautobarn.com)

**Engine** 2286cc in-line four-cylinder, ohv, carburettor **Power** 77bhp @ 4250rpm **Torque** 124lb ft @ 2500rpm **Performance** 0-60mph: 29sec. Top speed: 68mph **Length** 3622mm **Width** 1676mm





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Aston Martin DB6 Volante Man RHD  
Aston Martin DB6 Vantage LH  
Aston Martin DB7 Vantage Man RHD

Aston Martin DB7 Vantage Auto RHD  
Aston Martin One-77 LHD  
Aston Martin Vanquish S LHD  
Aston Martin 1½ Litre MKII Tourer  
Aston Martin V8 Vantage 550 Man  
Aston Martin V8 Vantage V600 Man  
Jaguar XJ220 LHD

Aston Martin Virage Coupe  
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Aston Martin V8 Lagonda Series 4  
Lagonda M45 Tourer 1933M  
Austin Healey 3000 MK3 Rally Car





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## RESTORATIONS



**1994 PORSCHE 968 CABRIOLET.** OTiptronic. In Grand Prix white with black trim & hood. Alloy wheels, electric operated hood, electric windows & mirrors. Excellent service history from day one, including recent service from Zentrum Porsche Specialists. In superb condition **£21,995**



**1977 MGB ROADSTER.** Brooklands Green with Black trim. Overdrive, RHD, UK car, Registered on 19 August 1977. Nine previous owners, British Heritage Certificate. Large history file with many invoices & Mot's. Recent work includes, Gearbox overhaul, clutch kit & carburettor tune. An extremely well looked after MG that drives superbly. **£9,995**



**1950 MORRIS MINOR LOW LIGHT CONVERTIBLE.** In Red with Beige trim. This wonderful Low light version named "Ruby" was restored over 10 years ago and has been maintained to a high standard since. **£10,995**



**1980 TRIUMPH TR7 GRINNALL V8 CONVERTIBLE** In red with blue/grey trim. Only 3 owners from new. Last owner had owned it since 1981 then had the Grinnall conversion done in 1983. The body was kept to a more original look instead of the bodywork upgrades that were available at the time. Condition of the shell is very good, only in need of minor mechanical work. Engine sounds good. Sold as a project, hence the price. **£6,495**



**JUST ARRIVED**  
**1999 BMW 840 CI.** Only 67k miles from new. Absolutely stunning condition. **£32,995**



**1972 LOTUS ELAN S4 SE.** In Sprint colours. Registered 17.05.1972. 5 previous owners. 150 bhp Vegantune Engine, Dellorto carbs, Electronic Ign, Galvanised uprated chassis, Nickel plated tube steel front suspension arms, Servo Brakes, Aeroquip brake hoses, 14" Leather covered steering wheel etc Recent work includes 4 brand new tyres, full polybush kit & new uprated driveshaft rubber donuts. This is a car that was sold by ourselves 20 years ago and has had very little use since. One of my personal favourite classics and great fun to drive! **£34,995**



**1957 MGA 1500 IN GLACIER BLUE WITH BLACK TRIM.** Weather Equipment. Steel wheels. Originally a North American Export, shipping out 18 September 1957. Returned to the UK in 1991 and then restored by Batheaston Artefactors. This included a body off the chassis restoration. It comes with a Heritage Certificate, invoices for work and parts, plus a photo album documenting work done. A beautiful example in the rare Glacier Blue colour scheme. Covering just under 4k miles since restoration. **£29,995**



**1969 MGB ROADSTER.** In Mineral Blue with Black trim. 5 Speed Gearbox conversion, Chrome wire wheels, Stainless Steel Exhaust, Gaz Adjustable Shock Absorbers, Poly bushed Semi Elliptic Springs, New Fuel tank, New Clutch, Mota Lita Steering Wheel, Black Mohair Hood and Tonneau, Alloy Rocker Cover etc. Sold by ourselves in 2006. Last owner for 15 years. A beautiful example with lots of upgrades and ready to use! **£22,995**



**1961 MORRIS MINOR TRAVELLER.** Named 'Ermentrude'. In Black with Red trim. Only one previous owner! Only 50k miles covered. Lived most of its life in York with its original owner. Restored in 1995/96 by the East Yorks Morris Minor Co. History file comes with invoices for the restoration and lots of MOT's. Recent work includes a new clutch kit and a front brake disc conversion and servo. The car has been beautifully maintained and features its original registration number '88 ERM'. It was a family favourite for the last owner, with the grandchildren even drawing a wonderful picture which is in the history file! Please enquire for more details. **£17,995**



**1968 JAGUAR MK2 3.8.** In Carmen red with red trim. Electronic ign, High speed starter, Alternator, Ali rad. Other upgrades include, a 5 speed Tremec gearbox, Harvey Bailey front springs and anti roll bar, GAZ adjustable shocks, Poly bushed joints, High ratio steering, Adjustable nium calipers, Cross drilled and grooved vented discs, Rear axle has been changed for 3.8 with rebuilt LSD. 4 x trailing links with Panard rods etc. Custom made rear wheels 6J, slightly offset. XK140 bucket seats, with new carpets. Plus many more upgrades. A fantastic example that will offer lots of excitement behind the wheel. **£52,995**



**JUST ARRIVED. 1974 MGB GT.** In Damask Red with black trim. RHD, manual with overdrive. Chrome bumpers, Unleaded head conversion, Mota-Lita steering wheel, Webasto Sunroof, Rostyle wheels, Large history file with invoices for work by the last owner who garaged it and never took it out in bad weather. Recent work includes new rear leaf springs. Stunning car. **£15,995**

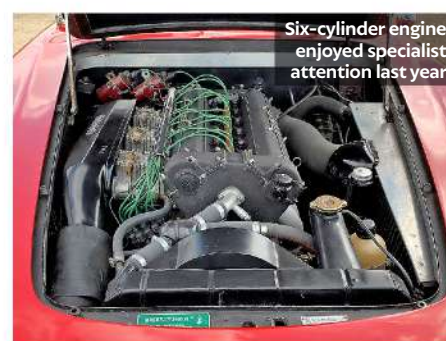


**1969 JAGUAR E-TYPE SERIES 2. RHD** Carmen Red with black trim. Comes with Jaguar Heritage Certificate. Originally sent out to New York USA by British Leyland 27 June 1969. It was then brought back to UK and registered on the 1st of February 2016. The car was sent to The Splined Hub Company where the majority of the restoration work was done to an extremely high standard **£89,995**

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## 1961 Maserati 3500GT £179,995

This represents a rare opportunity, says **Richard Mason**, but one that also carries certain responsibilities and dilemmas

**M**aserati 3500GTs are rare and this one offers many options as to what to do with it. One is to just enjoy it; its documents show the colossal amount of money that's been spent on it so far. But the next option – if originality is your bag – is to take it back to its factory spec and use it sparingly, which may well add value but will necessitate a respray.

The service history comprises two folders full of documents including the original build sheet. It lived in Italy and the US before coming to the UK in 2017. Restoration work at Nostalgic Motoring Ltd in 2008-9 totalled £75,000 and all invoices are on file. Previous owner Keith Hudson – well known for his expertise with these cars – simultaneously owned three 3500 GTs and bought this car as a guide for another 3500 that he was restoring. Wads of receipts dated 2018/19 from McGrath Maserati and Ferriday Engineering show such things as main bearings, crankshaft, pistons and clutch cover/friction plate, plus more for clock and fuel gauge rebuilds. Lower suspension ball joints were renewed last

year along with the dampers. Its current MoT has no advisories.

Inside the cockpit, its five dials and unmarked switches are set into pristine wood veneer and the driver's seat feels well-padded. The twin-spark engine fires abruptly with a thunderous roar. Selecting first gear with the slender shiny gear lever and letting the clutch out, the car eases forward smoothly. Shifting the five-speed ZF gearbox is a delight with a typically notchy click-clack feel. The ride is composed and the brakes are powerful.

Red suits this car's lines although documentation discloses that it was originally silver. There are imperfections to the paint – some discolouration, a passenger door that's a subtly different shade to the rest of the car and slight cracking on the top of one wing all point to the need for a respray. The chrome is in excellent condition, including the racing door mirror, but the perished door rubbers need replacing. The chrome wire wheels are in excellent condition and the tyres look fairly new.

This Maserati doesn't hide its six decades inside – the refurbished black leather upholstery is a little faded on the driver's seat bolster and the headlining is

torn on both C-pillars. The black carpets are in decent condition though and the door cards undamaged and unmarked. The documentation shows an interior colour change from the original blue. The two-speed self-parking wipers still function as they should, as do the heater and electric windows.

It's clean under the bonnet and there's evidence of the recent engine rebuild referred to in the history file. Hoses and belts are all new but the broken air intake hose has been repaired with gaffer tape.

Purists may want to consider further investment to return it to original specification but otherwise this is a highly usable example and far cheaper than a contemporary Aston Martin DB4 to boot.

### CHOOSE YOUR MASERATI 3500GT

- ▶ The Touring-styled 3500GT entered production in 1957 with a powerplant derived from that of the 350S racing car, its success bailing Maserati out of financial difficulty.
- ▶ Limited-production special-bodied variants began in 1958, initially by Allemano, then Bertone and Frua.
- ▶ A Vignale-designed Spyder variant was launched in 1959; 250 were sold in total.
- ▶ Front drum brakes were replaced with discs in 1960. Rear discs and a five-speed gearbox followed in 1961.
- ▶ Lucas mechanical fuel injection was added in 1962, increasing power by 15bhp, with the model renamed 3500GTI. Discontinued in 1965, replaced by new Mistral.

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### 1961 Maserati 3500GT

**Price** £179,995 **Contact** Classic Connection, Hampshire (01425 489575, [classicconnection.co.uk](http://classicconnection.co.uk))  
**Engine** 3485cc in-line six-cylinder, dohc, three carburettors **Power** 220bhp @ 5500rpm **Torque** 239lb ft @ 5500rpm **0-60mph** 9.3sec **Top speed** 128mph **Length** 4780mm **Width** 1760mm





This smart SL has been gradually refurbished by its owner since 2002



Interior is pretty well preserved



The engine bay is generally pristine

## 1986 Mercedes-Benz 500SL £29,950

Cherished during long-term ownership on the Isle of Wight, this Mercedes is in excellent condition, says **Richard Mason**

**A**part from its first ten months, this is a one-owner car. Its ownership documents, which include original pre-delivery inspection and build sheets, show that it was supplied new by Normands-Cruickshank Ltd of Bristol to The Barrie Payne Group in Bristol. Its last change of ownership was on 18 May 1987 to a man in Ventnor on the Isle of Wight.

There are eight service stamps to 1994 (at 37,199 miles) in the original service book, then a gap until 2009 (66,639 miles) when the car was serviced by Bonchurch Garage in Ventnor. After this, the service history gets patchy, but vendor Charles Ironside has spent about £6200 getting the SL up to scratch after buying it in 2020, with receipts for new suspension, a full service and other sundry items.

This SL starts easily with a typically muted Mercedes V8 burble and timing chain rattle – the chain will need checking in just over 5000 miles' time. The four-speed auto 'box changes smoothly and progress is effortless. Recent work on the steering box is evidenced by good responsiveness at the wheel. The ride is smooth and free from clonks, and

the brakes are reassuring. The cruise control activates with a simple flick of the column-mounted stalk.

The paintwork has a deep shine with no orange peel or tiger stripes. The side-trim mouldings fit nicely, although there is some slight overspray. Panel gaps between the bonnet and wings are perfect, with no signs of the notorious bulkhead corrosion. Wheelarches are all solid and there's no visible rust on the top of the front wings, a common problem. The rear deck where the hard-top sits is free from scratches. The rear spoiler was recently replaced, while the 15-hole, 15-inch alloy wheels are flawless.

The hood looks new, though not an original Mercedes item, its clear plastic windows giving good visibility, and the hard-top is in good order. A (non-original) wind deflector lives in the boot. Fade on the blue leather driver's bolster could easily be remedied without much expense using DIY kits. Less easy to repair are minor cracks on the top of the black dashboard, but it's unusual to find an R107 without them. The dashboard instrument needles are partially faded but easy to repaint. There are no signs of wear on the refurbished steering wheel,

while the wood veneer is intact and a modern radio is fitted. Functioning air conditioning by Diavia has been fitted. The door cards are solid and the electric windows operate well.

The bonnet opens correctly and has intact sound insulation. There are no signs of oil or any other fluid leakage in the very clean engine bay. The coolant in the original header tank is blue – the right colour for the era – although the tank itself is dark-stained. A replacement would enhance an otherwise pristine engine bay. The front slam panel is straight and rust-free with correct stickers. The original windscreen, as evidenced by the Mercedes star, is unmarked – a sign of its quiet life on the Isle of Wight.

### CHOOSE YOUR R107 MERCEDES SL

- Launched in 1971 to replace the 'Pagoda' SL, the 107-series was available initially with a 3.5-litre V8 only, in two-seater and 2+2 SL roadster and four-seater SLC coupé forms.
- USA models, launched in 1972, had 4.5-litre V8s, and a 450SL/SLC nameplate from 1973.
- In response to the 1973 fuel crisis, straight-six 280 models were introduced for 1974.
- In 1980, 350 and 450 models were replaced by 3.8-litre 380 and 5.0-litre 500 models respectively. SLC coupés discontinued 1981.
- In 1985, 280SL and 380SL were replaced by new 3.0-litre 300SL and 4.2-litre 420SL.
- New 5.6-litre 560SL introduced in 1986 in markets where emissions legislation blunted power of 500SL. All R107s discontinued in 1989.

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### 1986 Mercedes-Benz 500SL

**Price** £29,950 **Contact** Charles Ironside, Alton, Hampshire (07950 379560, charlesironside.co.uk)  
**Engine** 4973cc V8, ohc, electronic fuel injection **Power** 245bhp @ 4750rpm **Torque** 294lb ft @ 3200rpm **0-60mph** 7.7sec **Top speed** 135mph **Length** 4580mm **Width** 1791mm



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**2003 Porsche 911/996 Turbo** finished in Basalt Black with contrasting black hide interior. This is a fabulous well cared for example with Tiptronic transmission, 42,000 miles and a service book containing 15 stamps. Any inspection invited. **£49,950**



**2006 Lamborghini Gallardo** finished in Caelum blue with two tone blue and pale grey hide interior. Full Lamborghini service history and only 21,000 miles from new. Perfect throughout. **£69,500**



**2017 Aston Martin Vantage S** finished in Onyx Black with Obsidian Black hide interior with red stitching. 13,750 miles only from new with full Aston Martin service history. Ready to be enjoyed and very competitively priced at **£65,950**. No offers



**1964 Jaguar E type 3.8 Roadster** finished in Carmen red with black hide interior. The car is left hand drive and has been fully restored, hence it is in fabulous condition. Original Coventry registration number. Any inspection invited and certainly not over-priced in today's rising market at **£129,950**



**1970 Jaguar E type Series II 4.2 FHC** finished in Gunmetal grey with contrasting Burgundy hide interior, the subject of a full restoration with photographic record in 2017 with only minimal mileage since. **£89,950**



**1962 Jaguar E type 3.8 fixed head coupe** finished in Carmen red with black hide interior and a very early original UK supplied right hand drive motor car. It has been in the hands of the same careful owner for the past 17 years and has remained in really nice condition throughout. The car is a pleasure to drive and according to recent reports in Classic Cars magazine, E type prices are continuing to rise. Act now before we increase the price **£110,000**



**1966 Aston Martin DB5** finished in Navy blue, recently out of 30 year ownership with a recent expenditure in excess of £20,000. Presents very well and with the benefit of a Harvey Baily handling kit is superb on the road **£495,000**



**1998 Aston Martin V9 Volante LWB** finished in Peacock blue with Parchment hide interior. 35,000 miles only with a detailed service history. Very few of this model were ever produced. **£159,950**



**1966 Aston Martin DB6** finished in Deep Ocean blue with parchment hide interior. The subject of a Body-off restoration 10 years ago with only 4,000 miles since. Photographic record. **£345,000**



**1971 MGB** finished in Tartan red with black hide interior and a black mohair hood. Fitted with overdrive and Minilite style alloy wheels, it is in very nice condition and drives extremely well. Realistically priced for one in this condition at **£11,950**



**1971 Aston Martin DBSV8** finished in signal red with contrasting cream hide interior and walnut dashboard. The condition of this car needs to be seen as it has been fully restored by Phoenix Restorations to the highest standard and is exceptional to drive. Unrepeatable value for one in this condition at **£145,000**



**1964 MGB (pull handle)** prepared for classic racing 12 years ago but never used, perfect body shell, Works hard top, 45DCOE Webber, 2 sets of Minilites, Great potential **£28,500**



**2000 Aston Martin DB7i6** finished in Buckingham Green with Forest green and tan hide interior. Most recently belonging to a fastidious owner who has successfully taken part in numerous concours events. The car has covered just 39,000 miles from new. Perfect for a serious Aston enthusiast and very reasonably priced for one in this exceptional condition at **£29,950**



**2003 Aston Martin DB7 Vantage Volante** finished in Solent silver with cream hide interior and a dark blue mohair soft top. 48,000 miles with full Aston service history and in excellent condition **£29,950**



**1999 Aston Martin DB7i6** finished in Pennine grey with pale grey hide interior piped black. This beautifully kept example has covered just 19,500 miles and appears never to have been driven in wet weather. Probably one of the lowest mileage DB7i6's currently available and sensibly priced at **£29,950**



**2000 Mercedes 320SL** finished in Brilliant Silver with contrasting black hide interior and Walnut veneers, 63,000 miles only. Exceptional condition throughout **£19,950**



**1965 Ford Mustang Notchback** race car. Prepared to an extremely high standard, recent new tyres and starter motor, exceptionally competitive in the right hands and very inexpensive for the quality. **£49,950**



**1962 Bentley S2 Convertible**, (original) Recent body-off restoration with full photographic record. One of the best quality restorations we have seen in recent times. Please enquire

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**1961 Daimler Dart SP250** - A very special Daimler Dart that spent 47 years with the same family. In 2010 the Daimler was sold having essentially being driven by the one family from new. This B Spec Daimler SP250 has been taken to the very highest of standards, and after two years as a rolling cosmetic restoration. This is real a collectors piece.....**£64,995**



**1957 MGA 1500 Roadster** - UK supplied Home Market car and was registered new in Belfast. Having had a ground up restoration, the MGA came from Northern Ireland in 2007 covering around 3300 miles. From 2007 the MGA was put into more regular use and on initial arrival was put through a light mechanical program of work.....**£39,995**



**1966 Aston Martin DB6 MKI** - An original UK RHD matching numbers car with a comprehensive history. EZ power steering is a true delight, the brakes and suspension feel exceptional on the road and the five speed ZF gearbox is perfect with smooth changes up and down the gearbox. A well presented and exceptional driving car that has clearly had a meticulous owner who has cherished it.....**£399,995**



**1954 Swallow Doretti** - Formerly part of The James Hull Collection which sold for an estimated £100 Million with 542 other British classic cars to Jaguar Land Rover. Our Swallow Doretti was then looked after by Jaguar Classic Works and displayed in the British Motor Museum in Gaydon prior to going back into private ownership.....**£79,995**



**1964 Jaguar MKII 3.4 Manual with Overdrive** - Opalescent Silver Grey with Dark Blue leather. Extensive history to include the cars original buff logbook, MOT's dating back to 1980 and a huge file of invoices detailing decades of maintenance and restoration work. EZ power steering fitted. Ideal for regular use and long distance touring.....**£42,995**



**1983 Jaguar XJ6 3.4 Manual** - This is an exceptionally rare, largely original example that comes with impressive history file containing many receipts and invoices, old MOT certificates, and original handbook and sales pack. On the road the Jaguar performs perfectly and starts superbly with impressive performance.....**£14,995**



**1950 MG YT Tourer** - Beautifully restored, incredibly rare MG YT Tourer. This original RHD example that spent much of its life in Florida and came back to the UK in 2014. The MG was then fully re-painted in Black and built up with renewed chrome work, new rubbers etc. The interior was beautifully re-trimmed and the MG treated to brand new weather equipment.....**£34,995**



**1956 Ford F100 Pickup** - Something quite special, in fact its outstanding. In terms of power, performance and noise it is outrageous! Incredible spec to include Chevy 350 V8 Crate Motor, TH350 automatic transmission, Mustang II Clip with power steering, disc brakes, electric exhaust cut out, heater, custom alloy wheels and sound system. Usable, and great fun.....**£39,995**



**1965 Morris Mini Cooper MKI** - RHD Home Market UK supplied Cooper. During the 1980's, the Mini was laid up with a recorded mileage of 63100 and it then spent around 30 years awaiting restoration. Since completion of a magnificent restoration in 2019, the Mini Cooper MKI has covered just 150 miles. Top class condition worthy of picking up prizes.....**£39,995**



**1962 MG Midget MKI** - Exceptional, first class early MKI MG Midget. On the road 205 BVJ is fabulous with an excellent road holding, tight suspension and steering. The body and paintwork top class, the interior as new, the engine bay is ready to win prizes. It is truly outstanding in every respect.....**£24,995**



**1970 Volkswagen T2 Westfalia Camper** - This superb early LHD Westfalia has been with its most recent owner in York for almost three years. Over this period the VW has covered around 2000 faultless miles and provided great fun for the whole family. In 2016 the VW went through a light restoration program that included taking it back to bare metal.....**£29,995**



**1955 Austin A30 Four Door Saloon** - 575 YUH has had a staggering £20,000 spent between 2009 and 2011 on a top-class restoration that included bodywork and a full re-paint, re-chrome, engine rebuild, mechanical overhaul and renewed electrics. Limited mileage has been covered since, and the A30 has arrived in exceptional condition.....**£8,995**



**1970 Jaguar E-Type Series II 4.2 Roadster** - A matching numbers car that was despatched new by BL in New York. Converted to UK engine specification on triple carburetors and more recently converted to RHD, this stunning E-Type Roadster comes to us with an impressive history file and is in excellent mechanical condition with superb body and paint.....**£99,995**



**1971 Morgan 4/4 Four Seat Tourer** - One long term owner since the 1980's and in 2011 treated the car to over £13,000 of work to the engine, braking system, steering and suspension. Since carrying out this work, the Morgan has covered over 7,000 miles and has been thoroughly enjoyed on club events. This is a fantastic car, superbly aged.....**£29,995**



**1985 Vauxhall Cavalier Convertible** - 8500 Miles a true time warp, a low ownership an incredibly original car, supplied new to 'The Patrick Collection' the bodyshell is exceptional with no corrosion issues. The body and underside have never required work, the paintwork has a clean, impressive finish and the upholstery is outstanding.....**£14,995**



**1985 Mercedes-Benz 280SL** - This beautifully presented Mercedes Benz 280SL has covered just 74,000 miles and comes with its original manuals and service book and original complete tool roll. The bodywork is first class throughout with a gleaming paint finish and high quality chromear.....**£29,995**



**1979 Triumph TR7 FHC** - Former three times National Concours winner. Supplied new by Howells Garages Ltd in Cardiff. Strong engine, smooth five speed gearbox and has been incredibly maintained. This is a fantastic driving car, with pages of maintenance invoices. Maintained with no expense spared. This is a gorgeous car that won't disappoint.....**£14,995**





**1959 MGA Twin Cam Roadster** - Something incredibly special, a truly exquisite MGA Twin Cam Roadster that has been subject of a no expense spared restoration by a World-renowned Twin Cam expert. The MGA is first class in every respect, driving superbly, in as new mechanical condition and having had a top class restoration with true precision .....**£69,995**



**1976 Triumph Stag Automatic** - superbly presented Pimento Red Triumph Stag Automatic. TFX 977R has an exceptional clean underside, a lovely straight bodyshell and a lovely paint finish throughout. The chrome work is sharp, as is the engine bay. On the road this Stag is impressive with excellent power and performance from the beautiful sounding correct Triumph V8 engine .....**£19,995**



**1964 Daimler V8 250 Saloon** - without doubt the very best Daimler V8 Saloon we have ever owned. Not only has it had a truly top class 800 hour restoration in 2013/2014, it has only covered just 70,000 miles from new. BDG 735B is in pristine condition with fabulous paintwork, and a superb straight bodyshell with excellent gaps .....**£39,995**



**1973 Detomaso Pantera GTS** - UK Supplied RHD - an incredibly rare opportunity to purchase a true collector's piece. It has covered less than 33,000 miles from new and is a low ownership car with fantastic history and has recently been put through a refurbishment program costing over £80,000. A true Italian - American icon combining the muscle power of an American V8 with signature Italian styling .....**£194,995**



**1968 Jaguar E-Type Series II 4.2 Roadster** - This is a superb driving, ultra-usable and very genuine UK supplied, matching numbers Jaguar E-Type Roadster that's still in its original factory colours of Willow Green with Black leather upholstery. The bodywork is of a very good standard, the car is structurally exceptional and the paintwork of a very nice standard throughout .....**£99,995**



**1967 MGB GT** - Overall this is a smartly presented, very useable MGB GT that is priced sensibly over ten years on since restoration. During 2010 a total of £24,000 was spent on HJA 996E. The car comes with an impressive history file and will not disappoint on the road. This is a BGT that will provide lots of fun motoring for years to come .....**£12,995**



**1989 Ford Sierra Sapphire Cosworth** - This is a remarkably special car with an ultra-low mileage of 27000 and is incredibly original in many respects. Our Sapphire Cosworth comes with an impressive spec to include full leather upholstery, air-conditioning and sunroof and the car comes with a very well documented, comprehensive history file .....**£44,995**



**1955 Triumph TR2 - LHD** - If you are looking for a 1950's British sportscar to tour Europe, this has to be the car. A wonderful touring pedigree having spent 17 years with its most recent owners who have enjoyed every moment of their 4000 miles in the car. This is an incredibly usable, and fine 'engineering example' but also a car with the provenance of matching numbers .....**£44,995**



**1930 Austin Heavy 12 Burnham Saloon** - E very correct example, and still retains its original registration mark. Over the past four years its lady owner has thoroughly enjoyed driving the car hundreds of miles, participating in many rallies and events in the area. This is a very smartly presented Austin with a lovely, honest feel and it can be driven and enjoyed .....**£17,995**



**1958 Jaguar MK IX 3.8 Automatic Saloon** - Comes with a comprehensive file including restoration photographic record, original first 'buff' logbook etc. The original tool kits in the door panels are also present and correct. Truly an impressive specimen of the imposing and timeless Jaguar MK IX for the discerning collector. ....**£49,995**



**1986 Jaguar XJS 3.6 Manual** - Ex Factory Promotion Car with significant history and provenance. Confirmed by Jaguar, we know the XJS was then used by Jaguar themselves for display and promotional work and was driven by their Team Racing Driver Martin Brundle as his Company Car. The XJS also has the distinction of having sports seats, later alloy wheels and colour coded front spoiler .....**£19,995**



**1957 Jaguar XK150 3.4 DHC** - Restoration Project - The XK was laid up in the garage for many years and as result, requires extensive work to include a mechanical and electrical overhaul, bodywork, paintwork, chrome and interior/trim work. We would describe this as a full restoration project and invite sensible offers. Please contact us for a walk round video .....**Offers Invited**



**1994 MG RV8** - This MG RV8 is exceptional to drive. It has impressive power, performance, handling, and braking, and is serious fun and absolutely first class on the road. The Oxford Blue paintwork is superbly presented, correct original alloys are in smart condition, the hood is excellent, and the leather upholstery is beautiful. ....**£24,995**



**1955 Austin Healey 100/4 BN1** - Superbly rebuilt, original RHD, UK Home Market matching numbers. The rebuilt engine sounds and runs perfectly, the three speed overdrive gearbox is a delight to use, the steering, brakes and suspension all feel tight and responsive .....**£69,995**



**1958 Jaguar XK150 4.2 FHC Fuel Injection** - From 2002 to 2005 the XK was subject of a £138,000 rebuild and transformation, creating a first class driving car that would perform, handle and offer the ultimate XK driving experience in comfort and style, more than capable of dealing with modern road conditions .....**£59,995**



**1966 Volvo 122S Amazon Historic Rally Car** - This striking historic rally car was restored and upgraded to full stage rally specification in 1993. In February 2006 it completed the Winter Challenge from Chantilly to Monte Carlo - a competitive distance of 2500 kilometres where it finished 1st in class .....**£24,995**



**1936 Riley 15/6 Kestrel** - an exceptionally rare Riley 15/6 Kestrel. With on 8 or 9 said to be still in existence. DPF 336 presents beautifully with delightful, good quality paintwork and an excellent body, frame and chassis. The leather is beautiful retaining an impressive patina, door cards, carpets, dashboard and headlining match equally giving off an impressive first impression .....**£49,995**



**1968 Jensen Interceptor Mk1** - We are pleased to report this lovely early Interceptor is still in its original colours and specification, and is in correct, unmolested and remarkably original car with a mileage of 96,750. The V8 engine is strong and in very good order holding good oil pressure and offering impressive performance. The gearbox offers lovely smooth changes, and the Jensen has recently had a re-conditioned radiator fitted. ....**£69,995**



**1952 Morris Minor Lowlight Tourer** - Our Lowlight is magnificent on the body and the underside is absolutely first class with a painted underside finish. The car has no rust issues as expected having been completely rebuilt and dry stored with just 800 miles covered. A restoration and upgrade to this specification and standard would be very, very expensive .....**£19,995**



**1977 Daimler Sovereign 4.2 Coupe** - This well presented Daimler 4.2 Sovereign Coupe has come to us with 80,000 miles from one of our long term customers, a retired lawyer and classic car enthusiast from the Harrogate area. There is no doubt the Daimler has been well maintained throughout its life and a comprehensive file of receipts supports this. BEV 1725 is a good quality usable, well preserved car .....**£29,995**



**1951 Jaguar MKV 3.5 DHC** - In late 2013, early 2014 the Jaguar was stripped down to bare shell and soda blasted, commissioned by a long-standing Yorkshire based JEC member who was unbelievably meticulous with a keen eye for attention to detail. The body was then rebuilt to a top class standard. A wonderful opportunity to purchase a very special .....**£129,995**



**1968 MGC Roadster** - The MG drives incredibly well with a superb, strong engine with super smooth four speed gearbox with overdrive. This C boasts excellent handling, braking with impressive performance and power. The car is an absolute delight to drive and with the strong three litre engine and overdrive option .....**£29,995**



**1991 Porsche 911 964 Carrera 4 Targa** - 3400 miles. We are privileged to have a truly unique and very special motor car. One owner for almost 30 years, and recently part of a private collection. Cars like this do not come onto the market often and this represents the ultimate in collector's car quality - a totally original specimen .....**£139,995**



**1962 Aston Martin DB4 Series V Vantage** - UK RHD, Matching numbers car with unbelievable full history from new. Subject of a recent full restoration to the highest of standards, engine rebuilt by the famous RS Williams and fitted with PAS & Borrani Wheels. Top class in every respect and incredibly rare .....**£769,995**

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## SPORTS AND CONVERTIBLES COLLECTION



**2012 PORSCHE 911 CARRERA 991.** Finished in unmarked Carrara White with Black Hide PDK 7 speed transmission with steering wheel paddles. Sat Nav, Cruise Control & Launch Control, Climate Control, Heated Seats and Rear Park Assist. 66,000 miles with Porsche Dealer History. Original Porsche Book Pack in the leather wallet, invoices, services etc. Exceptionally well looked after example with a very good Spec. ....**£54,995**



**1975 MGB GT JUBILEE.** One of only 751 'Golden Jubilee' special edition cars, black/gold cast alloy wheels, overdrive gearbox and gold side decals, only 20,000 miles. Featured in 6 classic car magazines, rosettes for various Concourse events and score cards. Original books, service history, MOT's, letters from previous owners and 2 sets of keys. Must be the best for sale in the UK. ....**£18,995**



**1999 MERCEDES 320SL MILLENNIUM EDITION.** Finished in Mercedes Silver with black hide, Panoramic hardtop and black hood. Being a limited edition it has a very high spec which includes special alloy wheels, heated seats etc. Comes with wind deflector. Original books, stamped service book with 13 service stamps. 76,000 miles. Lovely high spec car. ....**£16,995**



**1985 JAGUAR XJ-SC 3.6 O/D.** Finished in Claret with dooskin leather, last owner since 2008. Extensive history file, 16 service stamps. MOT's dating back to 2008. Only 96,000 miles in 36 years. Getting very rare. Excellent Value rarest of all XJS cars, sound investment, these are only 2 year production. Highly recommended at.....**£14,995**



**1975 MGB GT JUBILEE.** One of only 751 examples manufactured. Only 3 owners from New. The Jubilee editions were all BRG with a gold flash to the side and V8 style wheels painted black and gold. This 64,000 mile example has just been restored to original colour and specification..... **£12,995**



**1996 MERCEDES E220 CABRIOLET SPORT.** Finished in immaculate brilliant silver with black leather. Heated seats, 8 hole alloy wheels. Only 3 owners from new, last owner since 2005. Comes with service history, Old MOT's, Mercedes Book Pack, Service Book etc. Very well looked after, low ownership locally owned car from new. **£11,995**



**2001 AUDI S3 1.8 TURBO QUATTRO.** Only one owner from new and 86,000 miles with fully documented history in large detailed file. Finished in Mars Red with Black Leather electric seats. Climate Control, Audi Symphony music system with Bose speakers. Unused spare tyre, alloy wheels. 3 door hatch with supercar performance. 2 sets of keys, original book pack, tools etc. Very rare find. ....**£10,995**



**1989 JAGUAR XK8.** Finished in Meteorite Silver with Oatmeal hide. Only 66,000 miles. Last owner purchased from Marshalls Jaguar 18 years ago. In exceptional condition and comes with reg of RNC 478. Original hand book pack, MOT's dating back to 2004. Very original and well looked after example. ....**£7,995**



**2003 SAAB 9.3 2.0 LITRE LPT CONVERTIBLE.** Finished in Merlot Red with Beige leather only 49,000 miles from new with 10 service stamps. Spec includes climate control electric windows/hood and alloy wheels. Comes with the original book pack, service book all in the Saab wallet and 2 sets of keys. Excellent example and exception value at..... **£6,995**

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**1958 ROLLS ROYCE SILVER CLOUD I.** Finished in its original Sage Green over Smoke Green with Green Hide, lambs wool rugs to the rear. Owned by one family from 1959 to 2020. The interior is original and in superb condition, all in keeping with the mileage of 35,000 miles. Beautiful original unrestored Silver Cloud..... **£69,995**



**2015 65 JAGUAR XJ-L PORTFOLIO.** Finished in Dark Sapphire Blue with Ivory hide piped Dark Blue. Complemented with rich oak glass trim. Specs include Meridian Sound System, Panoramic sunroof, electric heated and cooled memory seats, 19inch aleutian alloy wheels. Business tables to rear seats (an expensive optional extra). 54,000 miles with a full Jaguar Service History. Cost new was £73,245. Excellent value at ..... **£21,995**



**1966 JAGUAR MK10 4.2 AUTO.** Finished in Opalescent Blue with Dark Blue Hide and excellent Walnut Veneers. Only 3 owners from new and 58,000 miles. Restored in the nineties and very light use since. Comes with original sale brochure, original log book, original book pack and hand books etc. MOT's dating back to 1991 and complete tool kit. Stunning looking car..... **£24,995**



**1989 DAIMLER DOUBLE SIX.** This absolutely superb example was supplied by Paramount of Derby to Lord Varley on the 1st Aug 1989 and serviced by them until 2001 and up until 21,000 miles. A further 4 Jaguar stamps to 49,000 miles in Aug 2007 and now covered 58,000 miles. Solent Blue with Savile Grey this top of the range Daimler is the one to have..... **£23,995**



**1983 DAIMLER SOVEREIGN SERVICES III VERY RARE MANUAL.** Finished in immaculate grosvenor brown with biscuit hide. Very rare, 5 speed manual gearbox, electric sunroof, electric windows and mirrors. Only 29,000 miles from new.. Original log book, letters from the 1st and 2nd owners confirming mileage and history, old MOT's, book pack and complete tool kit..... **£18,995**



**1971 JAGUAR XJ6 SERIES I 2.8 AUTO.** Finished in immaculate Old English White with black hide. Only 2 owners from new, the last a British Airways Captain who had the car in storage since 1982 after using it and maintaining it to a very high standard after purchasing it 1975. Now fully recommissioned and ready for the road again. Only covered 60,000 miles. MUST BE ONE OF THE BEST ON THE MARKET..... **£17,995**



**1999 JAGUAR S TYPE 3.0 SE AUTO ONLY 14,000 MILES.** This time warp S Type is finished in immaculate and totally original Jaguar Seafoam with unmarked Sand Hide. Kept in a cartoon when not in use and over winter. Electric Sunroof, original Jaguar wallet containing handbooks, service book and 2 sets of keys. As near to new as you can find museum/collector investment..... **£14,995**



**2002 BMW 745 LI LWB LIMOUSINE.** Oxford Green Pearl Metallic with BMW luxury Dark Blue Fabric Trim. Very High spec wide screen sat nav, front & rear air conditioning, electric rear blind, fridge cooler in the centre arm rest etc. ONLY 19,000 miles. Original Book Pack, Handbook, BMW stamped Service Book, unused spare wheel, tool kit and 2 sets of keys. Very expensive car when new and in mint condition..... **£14,995**



**1998 JAGUAR XJ V8 EXECUTIVE.** Jaguar Executive 4.0 V8. Finished in immaculate British Racing Green with oatmeal leather interior. The car has only covered 22,000 miles from new. Comes with documented service history and drives lovely..... **£14,995**



**1989 CITROEN 2CV6 DOLLY.** Finished in green/white with grey upholstery. Only 43,000 miles from new and comes with original Citroen wallet containing handbooks etc, and stamped service book. A selection of old MOTs and previous log books. A rare low mileage example..... **£13,995**



**1991 SAAB 900 S TURBO 16V 3 DOOR.** Finished in immaculate Cirrus White with Grey Velour. Only 75,000 miles with a full service history. The previous owner had the car for Classic Car runs since 2018 and kept the car in a dry heated storage facility. Comes with extensive history and previous MOT's. Ready to show again this season now becoming very sought after..... **£13,995**



**1980 SAAB 99.** Only 25,000 miles from new confirmed by a letter from the previous owner, old MOT certificates and service history. Original Walnut Brown with Tan Trim, all in excellent condition. Original Log Book, V5's, 29 old MOTs, original Handbook pack all in original wallet. A rare find from when Saabs were designed and hand built by their own engineers. A sound investment and show car..... **£13,995**



**1968 ROVER 2000 TC MK1.** Finished in Zircon Blue with Doe Skin Hide. This 2 owner car is in very good condition, the 1st owner purchased the car 12th Feb 68 and kept the car until 1996, sold to the 2nd owner at 40,500 miles. Now only records 40,800 miles, all recorded on old MOT certificates. Very nice original car in excellent condition in keeping with the mileage..... **£9,995**



**1992 VOLVO 850 GLT AUTO ONLY 20,000 MILES.** With an impressive 14 Service Stamps in the Service Book! Finished in Volvo Classic Red with Black/Grey Trim. Spec includes air conditioning, electric sunroof and windows, heated seats, boot spoilers, H/L wash wipers, 5 Cylinder fuel injection engine 2.0 litres with 143 BHP. Exceptionally low mileage with the condition to match..... **£9,995**

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**2000 MORGAN 4/4 1800 2 SEATER \*ONLY 13,000 MILES.** Finished in immaculate British Racing Green with light stone leather with dark green piping. 1800cc Zetec engine, 5 speed gearbox, stainless wire wheels and bumpers. VERY high spec just about every upgrade by ALLON WHITE MORGAN at the cost of over £9,000. Virtually new condition, all original books and new car brochure. Fully documented history. One of the very best examples on the market..... **£31,995**



**1981 MGB ROADSTER WITH OVERDRIVE.** Finished in immaculate Snapdragon Yellow with unmarked Black Leather interior. Originally manufactured in 1980 not registered until 12th August 1987. An impressive 16,000 miles from new. Comes with tonneau cover, selection of invoices and MOT's. Drives beautifully and virtually indistinguishable from new. .... **£17,995**



**1981 MGB GT \*ONLY 12,000 MILES FINISHED IN IMMACULATE PAGEANT BLUE WITH GREY/BLACK TRIM.** Purchased in 1981 and only used until 1989 after covering less than 12,000 miles. Now fully recommissioned and ready for the road again. Comes with all original book pack and wallet including service book, new car invoice and original V5. 12,000 mile immaculate car with 12 months warranty. .... **£16,995**



**2003 PORSCHE BOXSTER 3.2 S TIPTRONIC S.** Finished in immaculate Arctic Silver with Black Leather and Black electric Hood. Fitted with a body kit from New, Boot Spoiler, Side Skirt and Bumpers by Lindbrook Porsche. Comes with full and extensive service history, original book pack and 2 keys. Only 2 owners last owned by a lady. Exceptional example, low mileage and 2 owner Porsche Boxster. .... **£15,995**



**1997 MERCEDES 230 KOMPRESSOR.** 15,000 MILES ONLY. Finished in immaculate Yellowstone with unmarked black leather. Automatic transmission, carbon fibre design facia, blaupunkt radio/cassette, remote control locking, electric windows and cruise control. Original book pack, first aid kit, MOT's from 3 years old. Totally immaculate condition. Collector quality car, an ideal show or museum exhibit. Best on the market. .... **£14,995**



**2001 PORSCHE BOXSTER 2.7 TIPTRONIC.** Finished in immaculate Lapis Blue Metallic with Grey leather interior and a Navy Hood. Only 38,000 miles with Porsche and specialist service history. Comes with original book pack, service book invoices for services and repairs. Stunning condition and perfect for this coming summer..... **£14,995**

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### Almost Certainly a Concours Contender

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**£59,500**



### Without Question the best 1959 Bentley SI on the market

This car can not be faulted in anyway at all, body, interior, Chrome and mechanics are absolutely perfect in every respect. It would be impossible to fault this car in any way. Having only covered 44,000 miles from new understood to be correct. All old MOT's stacks of service history it would be hard to find one better. Any inspection welcome.

**£39,950**



### Really Stunning 1954 Bentley R Type Automatic

4½ Litre Full Flow Big Bore. Being totally restored some 15 years ago with all new interior, bare metal re-spray all re chromed total mechanical overhaul a truly superb example well above the normal. Factory sunroof, all original small and large tools.

**£37,500**



### Simply Magnificent

1923 Rolls-Royce 20 hp Landaulette Coachwork by Hooper. Awarded first place at the 2019 Rolls-Royce National Rally. Her interior and exterior are totally original and in outstanding condition. Mechanically she has been maintained regardless of cost with everything needing to be done been done by Rolls-Royce experts and she drives superbly having a very extensive history file. Full set of side screens to the driver's compartment. Recent work includes a complete rewire. She cruises comfortably at 40 MPH with a good oil pressure and a steady temperature.

**£49,950**



### An Exceptional Example with Registration XJS

1990 Jaguar XJS V12 Convertible. With new Black Mohair hood and matching hood bag. New tyres. Just serviced with new MOT. She has extensive service history with all original handbooks and original complete tool tray. This car drives superbly and it would be hard to find better.

**£21,950**

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**1990 ASTON MARTIN VIRAGE 6.3.** Finished in Royal Blue Metallic, with parchment piped blue leather interior trim, and blue carpets. This low mileage example was the first customer car to receive the upgrade  
**£125,000**



**1970 MGB ROADSTER.** Finished in British racing green, with black interior trim and hood. Fully restored  
**£25,950**



**1998 ASTON MARTIN VANTAGE V600 ONE OF ONLY 50.** Finished in Royal blue with parchment piped blue trim, 28000 miles with full Aston Martin service history **£275,000**



**1972 MGB ROADSTER.** Finished in Tartan red with black trim Oselli 1950 engine with overdrive gearbox.  
**£24,950**



**2000 BMW Z3 M SERIES COUPE.** Finished in Titanium Silver with black Nappa leather trim and electric tilt sunroof. Good service history and 67000 miles **£29,950**



**2007 ASTON MARTIN VANTAGE ROADSTER.** Finished in the most desirable colour of Onyx Black with Obsidian Black leather and a black mohair hood this car has had just two previous owners, has covered just 48000 miles. **£39,950**



**1968 MGC GT SEBRING RALLY CAR.** Finished in metallic gold, with old English white roundels. Fully restored to a very high spec, including engine upgrade, uprated electrics, twin bucket seats, full roll cage to name a few. There is a large history file documenting all the works carried out. **£32,950**



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**Mercedes Benz CLK 350 V6 3.5 AMG Sport Convertible 7G Tronic 2005. ONLY 16200 MILES FROM NEW.** Finished in Beautiful Metallic Brilliant Silver with Full Charcoal Leather Electric Heated Memory seats. This incredible One Owner car was supplied new by MB of Hertford in March 2005. Options included: Colour Sat/Nav, Electric Heated Memory Seats, Power Fold Mirrors, Front/Rear Park Distance, 18" AMG Wheels, AMG Sport Pack, As New Power Hood. Fully documented Service History With Full MOT History. One of the Very Finest Examples of this Rare Ultra Low Mileage 4 Seater Convertibles ..... **£17,995**



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**Mercedes Benz SL350 V6 7G- Tronic Sport Petrol Convertible 2008 Only 28000 Miles From New.** Finished in Rare Opal Red, Full Charcoal Leather with Silver Stitching. Factory Options Inc: Panoramic Glass Roof, Colour Sat Nav, Front/Rear Park Distance, Electric Heated Memory Seats, Aluminium Interior Pack, 19" AMG 5 Spoke Alloys, Cruise Control, Extended Leather, Multi Function Steering Wheel, Power Fold Mirrors. Fully Documented Mercedes Service History with Full MOT History. One of the very Finest Examples we have seen of the last of the Classic R230 Models..... **£21,995**



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**1987 Jaguar Sovereign Saloon .....£11,500**

Launched in 1986 as a replacement for the series III cars, this silver Jaguar Sovereign Saloon has covered only 25,883 miles. Featuring all-round independent suspension as well as four-wheel disc brakes and pinion steering. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**2006 BMW 320i M Sport Convertible..... £14,900**

This classic BMW M Sport Edition 3 Series Convertible is a prime example of a beautifully cared-for car. With low mileage and great specification, this BMW is unquestionably the best example on sale today - equalling a solid financial investment. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**2006 BMW M6 Convertible ..... £23,990**

This 2006 BMW M6 is a prime example of the brand's ability to blend sport and comfort. Heated seats and BMW Navigation are just the beginning of the vehicle's impressive specification - an all-rounder in terms of handling and technology. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**1975 Mercedes-Benz 350 SL ..... £28,000**

This 1975 Mercedes-Benz 350 SL is a stunning model featuring a four-spoke safety steering wheel. This example has only covered 95,564 miles from new and is presented in wonderful condition. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**2003 Porsche 911 Turbo Tiptonic S ..... £49,900**

Presented in midnight blue metallic and complimented with full black soft ruffled leather upholstery, the Porsche 911 Turbo Tiptonic S has only covered 55,105 miles. This outstanding example includes sat-nav and heated front seats. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**1974 Jensen Interceptor V8 Convertible ..... £75,000**

The impressive 1974 Jensen Interceptor 7.2 V8 convertible is one of only 87 convertibles made for the UK. Finished in a gorgeous metallic blue with black leather trims and has covered 24,977 miles. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**1973 Rolls Royce Corniche Convertible..... £80,000**

This beautiful 1973 Rolls Royce Corniche Convertible is finished in stunning nugget gold with a black vinyl hood and contrasting black anela leather. With a very rare full history file, this car has its original confirmation of order letter. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**1962 Jaguar E Type ..... £94,000**

Manufactured by Jaguar Cars Ltd between 1961 and 1975, this incredible example has covered only 63,000 miles from new and is still in fantastic condition. This example includes wire wheels and a wood rimmed steering wheel. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**1968 Jaguar E Type Roadster Series ..... £95,000**

This outstanding Jaguar E-Type is just one of 2,387 made with left-hand specification. With only one owner for its first 40 years in the US and full UK V5C and Heritage Trust certification, this is the ultimate production Jaguar. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**1974 Porsche 356A.....£110,000**

With traditional Porsche detailing, this Porsche 356A is finished in a magnificent metallic silver - a wonderful example of a loved classic car with genuine usability. Included with the vehicle is the Porsche Certificate of Authenticity. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



**1967 Porsche 911 S Coupé .....£200,000**

Originally from the sunny state of California, this stunning 1967 Porsche 911 S Coupé is finished in polo red with black leather upholstery. A delight to drive, this example has completed minimal miles since its restoration. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



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**1972 FIAT 500 695 SS ABARTH SPORTS** blue and white with white and blue trim, concours condition throughout 3950 miles **£17,995**



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**1972 OPEL GT** in orange, fully restored to concours condition with 4 x A4 history folders **£21,995**



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**1995 VAUXHALL MONARA** in black, excellent cond throughout 5.7V8 rare, low ownership, mileage 40,000, fast car 200 mph speedo, very collectable **£19,995**



**1966 AUSTIN-HEALEY SPRITE** red with black leather piped in red, matching hood and carpets, 7 keepers-current keeper 28 years, recommissioned feb 22, new tyres, headlamps, ignition components and battery, road tax & MoT exempt (is mot'd until feb 23) restored with photos **£12,995**



**1954 BENTLEY R TYPE** finished in glossy black over silver, £112,000 in restoration invoices, 3 owners, this luxurious car was used by royalty, excellent cond throughout **£49,995**



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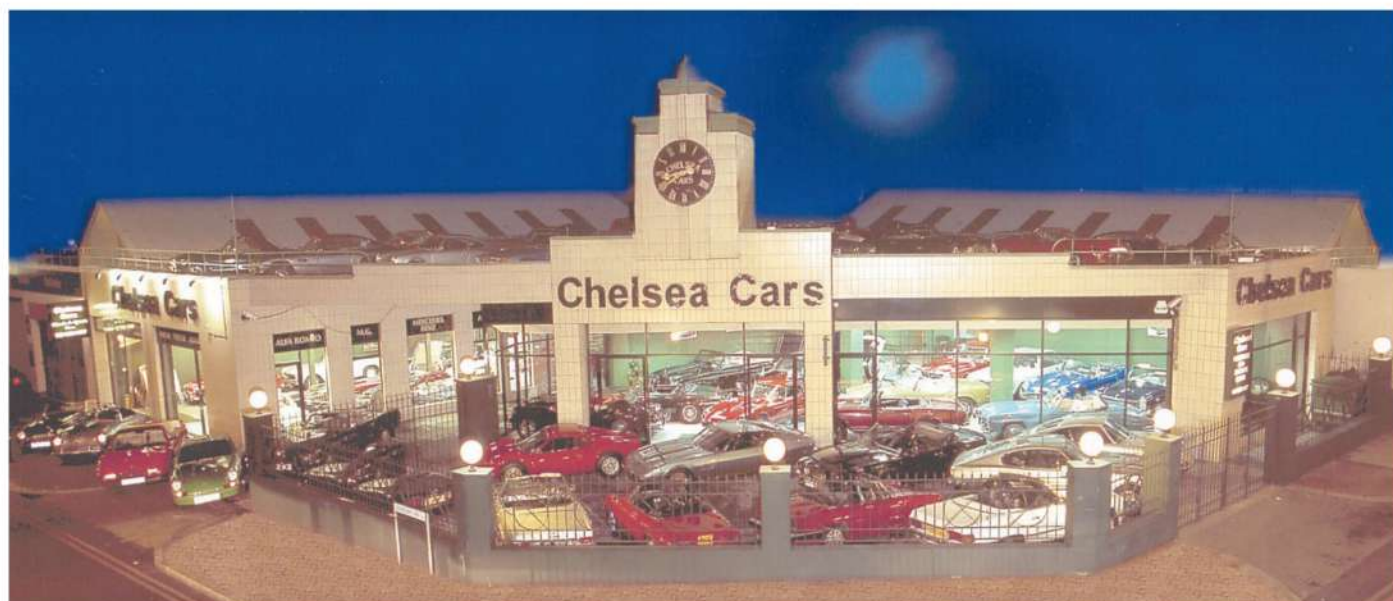
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**AUSTIN-HEALEY BN1** 1955, 31,450 miles, Excellent condition, UK car, heritage certificate, dry weather use only, current owner 12 years, full documented restoration 2016, new clutch, refurbished overdrive. £56,000 TEL: 02380 403447 HAMPSHIRE



**BENTLEY CONTINENTAL GT** 2004, 91,000 miles, classic, clean, in fine condition, ready to go for effortless summer cruising, Blue, Cream upholstery, full service history with independent Bentley Specialists, extensive history £16,995 TEL: 07960 188558 NORTH YORKSHIRE





**BENTLEY R TYPE** 1953, 3,054 miles, fully restored, two owners since new, last owner of 30 years had the car serviced and maintained annually by Bentley specialists, new MoT, FSH beautiful. £34,950 TEL: 07724 353589 CHESHIRE



**CADILLAC FLEETWOOD 60 SERIES** 1957, 83,000 miles, LHD, imported from Florida July 2017, very solid, ready to drive away, pictures do not give it justice, matching numbers, retrim carried out in UK. £38,500 TEL: 07900 251233 NORTH SOMERSET



**BENTLEY R TYPE** 1954, automatic, really stunning, Tudor over Shell, totally restored 15 years ago, total mechanical overhaul, bare metal respray, re-trimmed interior, re-chromed, truly superb example, www.ivorbleaney £37,500 TEL: 01794 390895 HAMPSHIRE/WILTS (T)



**CHEVROLET C20 CHEYENNE** 1979, 51,200 miles, LHD, reliable workhorse, used regularly, complete history/receipts, many new parts during current ownership, 350ci, no rust, plenty of patina. £12,995 TEL: 07775 884347 LEATHERHEAD



**BENTLEY S1 SALOON** 1959, 44,000 miles, without question the best on the market, one of the last produced, can not be faulted in anyway at all body/interior/chrome/mechanics are absolutely perfect, service history, www.i £39,950 TEL: 01794 390895 HAMPSHIRE/WILTS (T)



**CHEVROLET CAMARO Z28** 1980, 65,000 miles, LHD, Red, White leather interior, removable tinted glass T-Tops with lined vinyl cases, no MoT/tax required, Back in 2013/14 over £10000 was spent on complete engine overhaul. £19,995 TEL: 07513 138483 CARDIFF



**BMW 840** 1995, 80,000 miles, Full service history, two folders full of every receipt from new, sold with 12 months MoT, original tool kit. £15,995 TEL: 07979 074708 MAIDSTONE



**CHEVROLET CORVETTE C4** 1995, 61,000 miles, LHD, Beautiful, just had new oil/park and waterpump, ice cold aircon, will put a full MoT on for new owner. £16,750 TEL: 07505 602186 ESSEX



**BRISTOL 410** 1968, 130,000 miles, excellent Blue metallic finish, original Black leather interior, Pale Blue professionally fitted carpets, 3 previous keepers in 54 years, 17 years in my ownership. £37,500 TEL: 01904 633332 YORKSHIRE



**DAIMLER 250 V8** 1968, 77,500 miles, beautiful, very rare manual with overdrive, power steering, wonderful condition, super history, starts on the button, great sound, MoT June 22, underside totally solid. £23,500 TEL: 07557 972565 YORKSHIRE



**BRISTOL 411 SERIES 1** 1970, 12,500 miles, good example/condition, previously owned by Martin Barnes, interior in great condition with little wear/tear on Black leather seats, Grey exterior paint in good condition. £35,000 TEL: 07789 930774 HERTFORDSHIRE



**DATSUN 260Z** 1975, 120 miles, freshly restored by The Z Farm, original RHD ex-Australian car in as new condition, stripped to bare metal, new interior trim, new bumpers, Miniott alloys, near concours. £39,500 TEL: 07905 884752 YORK

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**FORD CAPRI MK1 FACELIFT 2.0 GT** 1973, 72,000 miles, recently restored, bare metal respray, recent MoT/service, excellent rare classic drivers car not show car, not in its original guise but has been massively improved. £20,995 TEL: 07887 941957 FAREHAM



**JAGUAR E-TYPE SERIES 1 4.2 LITRE** 1967, 67,688 miles, LHD, one of the very last cars, one owner from new, original bill of sale, matching numbers, original chassis plate, heritage/Jaguar confirmation of provenance. £75,000 TEL: 07792 072444 DEVON



**JAGUAR XJS-C CONVERTIBLE 3.6** 1986, 100,000 miles, truly wonderful 80's classic, huge file of invoices, 4 previous owners, MoT until 21/02/2023, Curlew Brown metallic, Light Fawn Brown hood, Light Gold side XJS stripes. £13,999 TEL: 07836 732756 SURREY



**LAND ROVER 109 SERIES 1 LWB 1958**, 27,000 miles, UK, long wheel base, owned since 2008, great condition, drive away with confidence to anywhere, offers invited, been featured in a magazine. £19,500 TEL: 07913 264591 WEST YORKSHIRE



**FORD CONSUL MK1** 1955, 53,574 miles, Prize winning, never been welded or restored, been converted to take unleaded fuel and is electronic ignition, immaculate condition. £15,000 TEL: 07831 206451 WEST SUSSEX



**JAGUAR MK2 3.8** 1961, 71,225 miles, matching numbers, heritage certificate, spent most of its life in Italy, bodywork/interior chrome in superb condition, wire wheels/spinners, wider bumpers, correct spot lamps, need £20,000 TEL: 07544 835578 SURREY



**JAGUAR XKR 2002**, 76,400 miles, 4.2 supercharged, well looked after, new MoT/battery, loads of optional extras, for sale due to bereavement, history, old MoT's, Pacific Blue metallic, Ivory interior. £13,750 TEL: 07802 249673 BUCKINGHAMSHIRE



**LAND ROVER 88 SAFARI STATION WAGON** 1963, 34,000 miles, Genuine, original, some heritage certificates, light restoration by its last owner during its 40 year barn storage, runs/drives as it should, very rare. £14,000 TEL: 07578 875007 EAST YORKSHIRE



**FORD CONSUL MK2 CONVERTIBLE** 1960, 45,000 miles, great example, ready for film/celebrations/advertising work, superb engine/bodywork, good upholstery, runs very smoothly, well cared for over the years, reluctant sale. £19,500 TEL: 07880 733164 HAMPSHIRE



**JAGUAR S-TYPE R** 2005, 40,000 miles, has full R Type package, 100% original, full Jaguar history, very clean car, no time wasters please, can be viewed by appointment. £15,000 TEL: 07966 203567 DONCASTER



**LAGONDA 2 LITRE SPEED MODEL TOURER** 1930, EM2565, chassis number 9355, list of every owner from new/present, fullest possible restoration in 1992, new T2 body, I don't think it can be improved. £85,000 TEL: 07774 118812 OXFORD



**LAND ROVER DEFENDER 90 TD5 1986**, 144,000 miles, Great example, galvanised chassis/bulkhead, new auto gearbox, engine replaced at 100k, LED lights, many more extras, Ifor Williams top, 1.5 inch lift, snow/water snorkel. £15,000 TEL: 07789 048963 SUFFOLK



**FORD MUSTANG MACH1** 1973, 35,000 miles, LHD, sportsroof grabbar, Blue, 351 Cleveland V8 5700cc, brand new MoT, matching numbers, original car, Magnum 500 aluminium wheels with BR goodrich tyres, polishes up nice. £21,750 TEL: 07500 066591 EPSOM



**JAGUAR XJS** 1985, Crimson Red, unique, 3.6 engine, 5 speed manual g/box, full convertible (not a Cabriolet which was the only open -top XJS produced), MoT July 2022 but new MoT on sale. £17,500 TEL: 07570 975077 SURREY



**LAMBORGHINI GALLARDO SPYDER** 2006, 21,900 miles, most successful model in Lamborghini history, extremely reliable, eminently usable, stunning, 3 former keepers, 1 service stamps, history file. www.runnymedeautomotorcompany.com £72,500 TEL: 01753 644599 OR 07836 222111 LONDON (I)



**LAND ROVER SERIES I 86 INCH** 1955, 33,000 miles, restored couple of years ago, new wiring loom, sound chassis, engine/gearbox, as new canvas hood, recovered seats, runs/drives well. £19,500 TEL: 07989 385848 KENT



**20HP SIX LIGHT LIMOUSINE BY RIPPON BROS** 1926, vintage, charming/characterful, VV screen, scuttle mounted side lights, original 23" wheels with new tyres, recent re-pistons, one owner for 32 years, www.realcar.co.uk £45,000 TEL: 01248 602649 WALES (T)



**JAGUAR XJS CELEBRATION** 1996, 135,000 miles, Beautiful, top condition, Carnival Red (metallic), Cream leather, air con, e/windows, cruise, ABS, full service history, 5 meaty Dunlop tyres including full size spare. £12,995 TEL: 07812 115002 READING



**LAND ROVER 109** 1968, 82,500 miles, "Wiggy", exceptional condition, Richards galvanised chassis, unleaded head, parabolics, no corrosion anywhere, complete history known, runs faultlessly, 3 previous local owners. £18,750 TEL: 07825 137468 NORFOLK



**LINCOLN CONTINENTAL TOWNCAR** 1979, 8,500 miles, LHD, collector/museum quality, Florida dry state car, one elderly USA owner, one UK owner (me), registered in my name, Marti report included, tax/MoT free. £21,500 TEL: 07434 398404 STAFFORDSHIRE



**JAGUAR E-TYPE 4.2 SERIES II FHC** 1970, Gunmetal with contrasting Red hide interior, fully restored by us in 2017, one owner since, superb to drive, exceptional throughout, www.runnymedeautomotorcompany.com £89,950 TEL: 01753 644599 OR 07836 222111 LONDON (T)



**JAGUAR XJS V12** 1989, 85,000 miles, after three years of enjoying one of the best British mechanics, I have to let it go, stylish, comfortable and in very good condition. £19,950 TEL: 07879 858998 LONDON

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**MASERATI KARIF** 1989, 35,000 miles, one of just 39, RHD, Zender bodykit, Fondmetal alloys, featured in Auto Italia (2004), massive history file, MoT'd September 2022, very quick, immaculate condition, £29,500 TEL: 07836 549167 OXFORDSHIRE



**MERCEDES-BENZ SL-CLASS 500** 1998, 161,000 miles, very rare Special Anniversary Edition, MoT due 10th August 2022, Blue Designo-Vario Colour (D170), runs absolutely faultless/smoothly, leather drivers booklet, service booklet. £16,995 TEL: 07766 733991 SURREY



**MASERATI QUATTROPORTE V8 EVOLUZIONE** 2000, 58,900 miles, QP V8 Evo owned 15 years, very good original condition, stainless exhaust, well maintained, spares included, rare, fast GT in nice colour, registration negotiable. £18,850 TEL: 07955 248028 CARMARTHEN



**MERCEDES-BENZ W114** 1972, 44,000 miles, immaculate in every way, owned it personally since 2011, not used as a wedding car, drives well, just passed MoT, gearstick (on the steering wheel) doesn't move. £12,750 TEL: 07805 977127 COBHAM SURREY



**MERCEDES-BENZ 300 SL** 1967, 43,000 miles, Silver, immaculate condition which is an unusual find, Blue leather/cloth tooth trim, interior/exterior in excellent condition, 1 previous owner, MoT/taxed. £49,950 TEL: 07876 581875 MIDDLESEX



**MERCEDES-BENZ W124 SPORTLINE CABRIOLET** 1994, 131,000 miles, Azurite Blue, new Mushroom leather interior, fully rebuilt g/box, new full exhaust system, MoT Feb 2023, 3 family owners (including us) since, spares included. £14,250 TEL: 07973 269889 SURREY



**MERCEDES-BENZ 380 SL** 1985, 87,500 miles, Champagne Gold, Cream interior, lots of service/MoT receipts, full service last summer, MoT is still valid, engine clean/sound with 3.8L V8, fully restored few years ago. £25,000 TEL: 07903 665421 LONDON



**MG A MK1 ROADSTER 1600** 1960, 23,787 miles, 6 owners, history, excellent condition, comprehensive service record, heritage certificate, professionally maintained, garaged, recently fitted stainless steel exhaust, new battery £25,000 TEL: 07910 883340 NOTTINGHAMSHIRE



**MERCEDES-BENZ 380 SL** 1985, 54,000 miles, service history, stunning bodywork, smart interior, CD player, 2 previous owners. £15,750 TEL: 00351918500687 PORTUGAL



**MG B** 1974, 78,000 miles, Road going, ex race, with supercharger option, with two files of history, on race/road, going back to the seventies, Sebring style, original patina, never welded. £14,500 TEL: 07557 502423 WEST SUSSEX



**MERCEDES-BENZ CL-CLASS 500** 2004, 42,800 miles, Beautiful, imported from Japan three years ago, registered in the UK, condition of the car is unique and as new from the showroom. £25,000 TEL: 07879 758734 LONDON



**MG B ROADSTER** 1967, 89,000 miles, selling for elderly relative, owned/loved for 33 years, restored 2016, totally original, needs no work, just get in and drive, one of the best available. £16,995 TEL: 07900 560818 LAKE DISTRICT

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**MG B ROADSTER** 1971, Tartan Red, Black leather seats, recent Black mohair hood, remarkable, completely rust-free original body shell that has never required any welding, serviced/maintained on regular basis, www.run £12,950 TEL: 01753 644599 OR 07836 222111 LONDON (T)



**MG MIDGET MK3** 1969, 14,000 miles, restored 1996 to a high standard, little mileage since, beautiful, runs beautifully, kept under cover by present owner during winter months, enjoyed in the Summer. £13,500 TEL: 07792 981752 THANET



**MORGAN PLUS 4 4 SEATER** 1996, 52,350 miles, Ideal touring car, T16 engine, Metallic Blue, folding windscreen, aero screens, leather luggage/bonnet straps, Motolita wood rim steering wheel, Black upholstery, very attractive. £22,950 TEL: 07738 513965 CO. DURHAM



**MORRIS MINOR CONVERTIBLE** 1960, 48,000 miles, full restoration, Yukon Grey, thousands upon thousands spent, original engine, box and plates, loads more pics and info on request. £13,800 TEL: 07879 811320 WALES



**MG BGT** 1973, 55,000 miles, Carmine Red, overdrive, owned/loved since 1996, full rebuild 2001, recent extensive restoration 2021 including new chrome, very good condition, drives well. £16,500 TEL: 01326 341097 CORNWALL



**MG TD** 1951, Red, Tan interior, well maintained, full service and repairs, history going back to full restoration in 2006, since then has covered 19000 miles mainly in summer. £20A TEL: 07954 591160 WARWICKSHIRE



**MORGAN THREE WHEELER MATCHLESS SUPER SPORTS** 1933, Long term ownership, raced successfully for many years - British Historic Racing Championship, slightly modified for track use but still fabulous road car, very reluctant sale. £39,750 TEL: 07798 840419 LEICESTERSHIRE



**MORRIS MINOR CONVERTIBLE** 1969, 123,456 miles, Old English White, beautiful condition, full restoration 2016 with photos, 1098cc, 5 speed Type 9 gearbox, servo, discs, new interior, Suffolk front seats, new mohair hood. £13,500 TEL: 07940 143579 NORTH LANCASHIRE



**MG BGT LE** 1981, 120,000 miles, One of last MGB's produced, professionally converted to 3.5 V8, fully restored in 2004, good condition, MoT July 2022, comprehensive vehicle history folder. £12,500 TEL: 07584 652823 ESSEX



**MG TF** 1954, 15,700 miles, Owned 23 years, matching numbers chassis, rebuilt XPAG engine (£4k), respray 2019 costing £3.5k, new lights, new Beige carpet, mohair hood fitted, new Uniroyal rainexpert tyres fit. £32,250 TEL: 07435 967575 CAMBRIDGESHIRE



**MORRIS EIGHT 2 SEAT TOURER** 1935, Series One, recently fully restored and in excellent condition in all respects. £13,950 TEL: 07798 840419 LEICESTERSHIRE



**MORRIS MINOR HOT ROD ROADSTER PICKUP** 1957, 10,480 miles, Custom built over 40 plus years, road registered, ready to use, new chassis, Ford RS2000 rear axle, Lotus/Triumph front susp, discs all round. £20,000 TEL: 07977 832959 LANCAS



**MG BGT V8** 1973, 54,000 miles, well presented, starts first time, good oil pressure, good all round driving car, resprayed Tartan Red 2015, 2017 major welding was done to chassis, reliable. £12,750 TEL: 07771 610128 SCOTLAND



**MG TF 1250** 1954, 12,655 miles, Stunning Red, beautiful, Beige leather upholstery, highly appropriate reg number '4702 TF', chrome wire wheels, been in family since 2009, books, publications, memorabilia. £29,500 TEL: 07940 008160 OXFORDSHIRE



**MORRIS MINI COOPER MK1** 1963, 100,818 miles, Green, original condition, 3 owners, very solid, sound throughout, starts first time every time, dream to drive/own, MoT/tax exempt, part ex considered, no silly offers. £24,999 TEL: 07854 469886 NOTTINGHAMSHIRE



**NISSAN SKYLINE R30** 1983, 90,000 miles, Recaro SR2 seats, height adjustable coilovers, doesn't want for anything other than to be driven/enjoyed, was displayed few times last year at Silverstone (Japfest/Traxx). £16,500 TEL: 07971 222254 HERTFORDSHIRE



**MG C GT** 1968, 35,000 miles, Great value, fun, stunning Red, retrimmed, fully restored, history supported by invoices over last 20 plus years, handles with accuracy, performance to match. £19,500 TEL: 07880 733164 HAMPSHIRE



**MINI COOPER SPORT 500 2000**, 25,500 miles, Tahiti Blue/Silver, excellent condition throughout, totally original, standard specification, one previous owner from new, 12 months MoT, interior in excellent condition. £23,000 TEL: 07900 497860 SUFFOLK



**MG C GT** 1968, 59,000 miles, Overdrive, chrome wire wheels, full engine rebuild 2013, body restored, full glass out respray in 2016, unleaded, e/ignition, recent MoT, previous MoT's back to 1990. £23,500 TEL: 07989 318737 UK



**MORGAN 4/4** 1993, 77,000 miles, Immaculate condition, eell maintained, history since new, new MoT, 1.6 Ford engine, Moss gearbox, always garaged, wire wheels, luggage rack, 3 tonneau covers. £25,000 TEL: 01273 418042 SUSSEX



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**OPEL GT/AL** 1971, 50,000 miles, LHD, rust free California import, cherished last 23 years, Cream/Red leather interior, recaro seats, been lowered by 50mm, 8 x 15 ET12 genuine BBS alloys, new Toyo tyres. £26,500 TEL: 07765 191996 DERBYSHIRE



**PORSCHE 944 S2 CABRIO** 1990, 52,500 miles, Guards Red, White leather interior, lots of history, original handbook, MoT's back to 1996, owned last 25 years, MoT May 22 - can renew if required. £20,000 TEL: 07876 233249 DURHAM



**PONTIAC FIREBIRD TRANS AM** 2001, 57,500 miles, LHD, WS6 performance pack, WS6 USA reg number, please call for more information. £24,500 TEL: 07787 584452 EAST YORKSHIRE



**PORSCHE 993 CARRERA 4 CABRIO** 1998, 84,000 miles, Arctic Silver, Black hood, leather interior, air con, N rated tyres, always garaged, every bill/work sheet available from new from Porsche main dealer/Autofarm. £52,000 TEL: 07973 749196 ESSEX



**PORSCHE 911** 2008, 56,000 miles, desirable Basalt Black, very attractive, in amazing condition, full service history, last minor service (1st Feb 2021), additional options, both keys, original manuals. £33,495 TEL: 07506 865418 BROMLEY



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**RILEY RM CONVERTIBLE ROADSTER** 1954, 60,000 miles, correctly registered with DVLA as convertible on V5C, comes with large bundle of receipts/photographs of the various stages of the work, attracts attention, MoT'd (no advisories) p £14,500 TEL: 07419 901539 SUSSEX



**PORSCHE 914 2.0 LITRE S4** 1975, 76,000 miles, LHD, Imported from California, registered in UK, Jenvey fuel injection/Emeral ECU, fantastic car, excellent service history from 70s, starts on key, load of history, manuals. £25,000 TEL: 07977 101568 DORSET



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**TRIUMPH TR250** 1968, 88,198 miles, LHD, Wedgewood Blue, Shadow Blue interior, 2.5 Litre 6 cylinder with overdrive, restored 3 years ago, used for various shows since, new MoT, ready for any trial. £33,000 TEL: 07773 138723 MILTON KEYNES



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**TRIUMPH TR6 SPORTS** 1974, 63,000 miles, Red, ex Nevada USA, back to UK 1992, RHD, luggage rack not included (or box), maintained by Southern Triumph Services Ltd Bournemouth, tested on 'Sigma' rolling road, MoT'd. £27,000 TEL: 01202 737112 DORSET



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**TRIUMPH STAG MK1** 1972, 103,000 miles, ZF 4 speed plus lockup torque converter, 60mph 2000 revs, hard top/excellent soft top, electronic ignition, external water pump, other improvements, lovely driver, good usable Sta £15,500 TEL: 07799 551631 LINCOLNSHIRE



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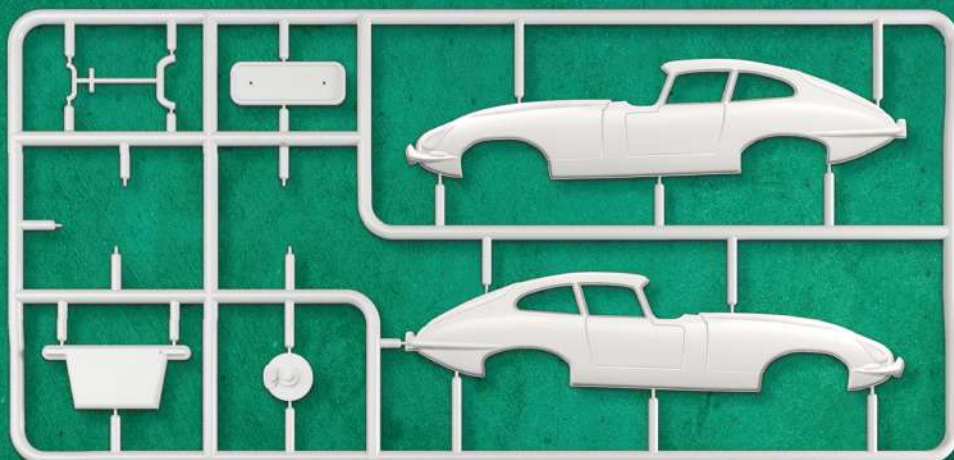
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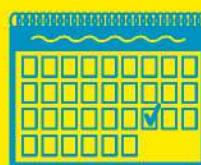
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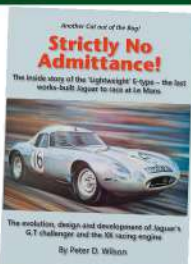
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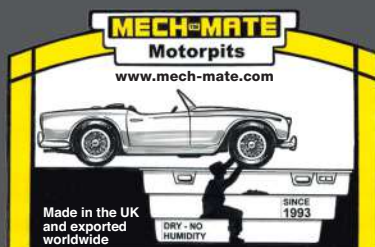
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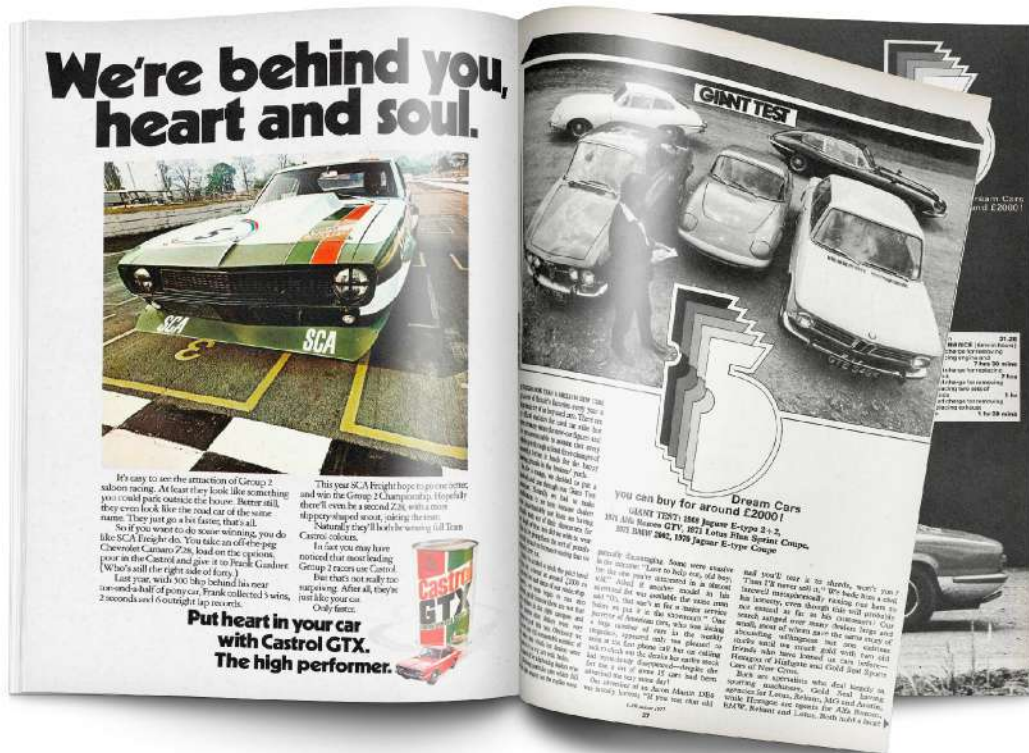
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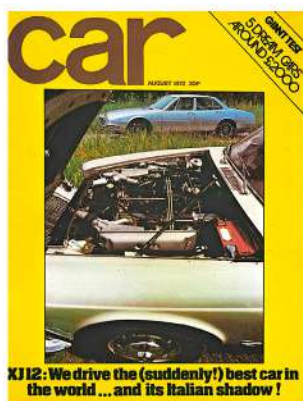


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**T**wo thousand pounds wasn't cheap in 1972. It'd buy you two new Ford Escorts and was roughly equivalent to about £28k nowadays. However, as CAR said in its unusual Giant Test of used, rather than new cars in its August 1972 issue, 'We decided to pitch the price level of the cars selected at around £2000 to match the level and status of our readership.' Given that Jaguar was confident enough to take out a two-page ad for its new £3725 XJ12 elsewhere in the issue, it seemed a reasonable assumption to make.

This was an era before classic car specialists, and it wasn't the easiest feature to organise. 'Replies were generally discouraging,' said writer Jasper Spenser-Smith as he bemoaned phoning up dealers. 'One advertiser of an Aston Martin DB6 was brutally honest, "If you test that old nail you'll tear it to shreds, won't you? Then I'll never sell it."' In the end, he persuaded willing dealers to lend him a Jaguar E-type coupé and 2+2, an Alfa Romeo GTV, a Lotus Elan Sprint and a BMW 2002. Interestingly, today about £28k will buy you a second-hand Jaguar F-type, Alfa Romeo Giulia QV, Lotus Elise S3 or BMW M3.



The insight into a world of dealers in second-hand prestige cars makes a striking contrast with today's landscape. The E-type 2+2 had a rusty chassis and grubby interior, its two-seater counterpart had a dented door, the Elan was covered in patched holes and both BMW and Alfa interiors had been butchered, presumably to remove valuable aftermarket stereos.

Spenser-Smith wrote, 'If anything emerges from this test, it is that mechanical and body condition generally worsens in direct proportion to age and mileage, irrespective of the make or model. In other words, any given 10-year-old Bentley will be just as worn out as

a 10-year-old Mini – its higher relative value will be more than offset by the enormous repair costs [...]. Weighing up current costs against future outlay, he favoured the BMW.

You can almost sense the mental cogs that would ultimately realise the classic car movement start to turn – the notion of retained value, of a market for restoration, of cars being cherished for their qualities long after they're new. Combine the need to recoup restoration costs, introduce concepts like rarity and nostalgia, and you have the basis for businesses, hobbies and a new kind of appreciation for the automobile.

A year later, a brand new kind of magazine was launched, full of features like CAR's Giant Test. You're reading the latest issue.



A SELECTION OF OUR CURRENT STOCK:



**1989 ASTON MARTIN V8  
 VANTAGE VOLANTE  
 'PRINCE OF WALES'** £549,950

An original 'PoW' specified V8 Vantage Volante. One of just 22 Volante's built to 'X-Pack' Vantage engine and chassis specification, fitted with discerning coachwork and interior equipment, similar to that requested by HRH The Prince of Wales on his personal car, the first example built and supplied in 1987.

Finished in Windsor Blue with Magnolia hides, matching Navy Blue piping and woven fabric hood. This ultimate grand touring convertible is the only right-hand drive automatic transmission example built. Chassis No:-15834 has been known to ourselves from new, whilst being cherished and enjoyed by its discerning previous owners.

Maintained from new by Aston Martin Works, AM Main Agents, respected specialists and ourselves, this rare and exceptional car, 'fit for a king', has now covered only 34,000 miles from new. Available for viewing and demonstration at our Hertfordshire showrooms now.



**1960 Aston Martin DB4 GT** £POA



**1964 Aston Martin DB5** £695,000



**1958 Aston Martin DB MkIII Drophead Coupe** £POA



**1971 Aston Martin DBR2 Recreation** £495,000



**1960 Aston Martin DB4 Series II** £499,950



**1997 Aston Martin 'Widebody' Volante** £119,950

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# Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

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## WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

## USING THE GUIDE

	Year	Concours/ Dealer	Private sale	cc	Top speed	Price change
ABARTH						
Zagato 750	57-61	107,500	87,500	65,000	50,000	747 95
595, 595SS, 695SS	63-71	52,500	40,000	25,000	15,000	595 80
AC						
2-litre	47-56	16,500	12,000	6,750	4,000	1991 83
2-litre dhc/Buckland	49-56	32,000	22,000	12,000	8,000	1991 83

### Concours/ Dealer

If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

### Mint

Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

### Usable

Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

### Rough

In reality a project car in need of much care and expense, even though it may still run and drive

Price change  
At-a-glance indicator showing the market trend of the latest updates

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PRICES EVERY  
MONTH?

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	Year	Concours/ Dealer	Private sale	cc	Top speed	Price change
ABARTH						
Zagato 750	57-61	107,500	87,500	65,000	50,000	747 95
595, 595SS, 695SS	63-71	52,500	40,000	25,000	15,000	595 80

AC	AC Owners' Club (acownersclub.co.uk)					
2-litre	47-56	16,500	12,000	6,750	4,000	1991 83
2-litre dhc/Buckland	49-56	32,000	22,000	12,000	8,000	1991 83
Ace (AC engine)	54-63	285,000	225,000	150,000	95,000	1991 102
Ace-Bristol/-Ford	56-63	325,000	260,000	175,000	110,000	1971 118
Aceca-AC	54-63	135,000	97,500	70,000	47,500	1991 104
Aceca-Bristol	56-63	160,000	115,000	80,000	52,500	1971 128
Greyhound	59-63	80,000	60,000	36,000	20,000	1971 107
Cobra MkII/MkII/289	62-69	775,000	650,000	550,000	450,000	4727 138
Cobra 427	65-67	1m	800,000	625,000	550,000	6998 145
428	67-73	175,000	125,000	90,000	60,000	7014 143 ▲
428 con	67-73	225,000	155,000	110,000	75,000	7014 143 ▲
3000 ME	79-84	22,500	15,000	8,500	5,000	2994 125
Cobra MkIV	83-92	99,500	80,000	60,000	42,500	4942 134
Ace Brooklands	93-00	27,500	22,200	17,000	12,000	4942 140

ALFA ROMEO	Alfa Romeo Owners' Club (01787 249265)					
6C 1750 GS Zagato	30-33	1.8m	1.3m	1m	900,000	1754 95
6C 2300 Touring	33-37	105m	850,000	700,000	500,000	2309 94
1900C Sprint	51-55	195,000	155,000	105,000	82,500	1884 112
1900C Super Sprint	55-58	210,000	160,000	110,000	85,000	1975 112
Giulietta berlina	55-62	18,000	13,000	6,750	3,500	1290 90
Giulietta ti	57-64	22,500	15,000	7,500	4,000	1290 103
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290 110
Giulietta/Giulia Spider	55-65	72,500	47,500	30,000	17,500	1570 108
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	32,500	1570 120
2000 Spider	58-62	105,000	75,000	37,500	20,000	1975 111
2600 Spider	62-65	110,000	77,500	42,500	22,500	2584 124
2600 Sprint	62-66	43,000	30,000	18,000	9,000	2584 125
SZ-1	60-62	400,000	320,000	265,000	220,000	1290 120
TZ-1	63-65	925,000	825,000	725,000	625,000	1570 124
Giulia Ti/Super	62-74	20,500	14,500	7,250	3,400	1570 105
1750/2000 Berlina	68-76	15,000	10,000	4,500	2,000	1962 115
Giulia Sprint GT/Veloce	63-68	41,500	32,500	18,000	10,000	1570 112
Giulia GTA 1300/1600	65-71	265,000	210,000	160,000	110,000	1570 115
GT Junior	66-77	29,750	22,500	11,500	5,500	1570 115
1750GTV	67-72	40,000	30,000	15,000	7,500	1962 118
2000GTV	71-77	35,000	26,000	12,500	6,250	1962 118
1500/1600 Junior Z	70-75	42,000	32,000	16,500	9,750	1290 110
Duetto/1750 t rail	66-69	52,000	36,500	22,000	11,000	1570 113
Spider S2	69-82	26,000	16,500	7,000	3,000	1962 119
Spider S3	82-89	13,250	8,250	3,600	1,650	1962 114
Spider S4	89-93	16,000	11,000	5,250	2,400	1962 114
Montreal	70-77	70,000	52,500	35,000	25,000	2593 132
Alfasud/Alfasud Ti	72-83	8,750	6,000	2,650	1,000	1286 103
Alfasud Sprint	76-90	9,750	6,950	3,250	1,400	1490 104
Alfetta sal	72-84	10,000	6,500	3,000	1,000	1962 113
GTV 2000	76-87	16,000	10,500	5,000	2,000	1962 118
GTV6	81-87	22,500	14,000	6,500	2,500	2492 130
75 sal	86-92	10,000	7,000	3,000	1,400	2959 135
164 2.0 TS	88-98	6,000	4,250	1,900	900	1962 130
164 3.0 V6	88-98	9,000	5,750	2,500	1,200	2959 147
SZ/RZ	89-94	50,000	38,500	22,000	16,000	2959 153
155	92-97	6,500	4,000	2,000	1,000	2498 140

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale	cc	Top speed	Price change
Spider 2.0 TS	96-02	4,500	3,000	1,400	500	1970 131
GTV 2.0 TS	96-02	3,600	2,000	850	300	1970 134
GTV 3.0 V6	98-02	5,250	3,500	1,500	600	2959 148
GTV V6 Cup	01-02	15,000	11,000	5,500	2,750	2959 148
166	98-07	5,950	3,950	1,750	750	2959 144

ALLARD	Allard Owners' Club (allardownersclub.org)					
K1	46-50	85,000	64,000	45,000	29,000	3622 100
K2	50-53	100,000	75,000	54,000	36,500	3917 102
K3	52-54	112,500	92,000	67,500	48,500	4375 96
L/M	46-53	55,000	37,500	22,500	15,000	3622 86
P	49-52	45,000	32,500	17,500	10,000	3622 90
J2/J2X	50-54	285,000	225,000	150,000	100,000	4375 130

ALPINE-RENAULT	Club Alpine-Renault (clubalpinerenault.org.uk)					
A110	65-77	80,000	60,000	37,500	27,500	1565 115
A310 1600	74-77	30,000	21,000	15,000	9,500	1605 130
A310 V6	77-86	36,500	26,500	19,000	12,000	2664 137
GTA	85-91	10,500	8,500	4,000	2,400	2849 139 ▲
GTA Turbo	85-91	12,750	10,500	5,500	3,000	2458 149

ALVIS	Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)					
Speed 20 Tourer	32-36	140,000	112,500	78,500	60,000	2762 90
Speed 25 Tourer	37-40	170,000	145,000	105,000	72,500	3571 85
4.3 Litre Tourer	37-39	167,500	120,000	95,000	70,000	4387 100
T414	46-50	16,000	11,000	6,000	3,250	1892 72
T414 convertible	46-50	32,500	25,000	14,000	7,000	1892 72
TA21/TC21/100	50-55	28,500	18,500	10,000	5,000	2993 100
TA21/TC21/100 con	50-55	60,000	40,000	23,500	14,000	2993 95
TD21	56-63	33,500	25,000	14,000	7,500	2993 104
TD21 convertible	56-63	84,000	57,500	36,000	20,000	2993 102
TE/TF21	63-67	42,500	30,000	17,500	10,000	2993 110
TE/TF convertible	63-67	92,500	65,000	42,000	25,000	2993 107

AMPHICAR	IADC (amphicar.com)					
770	61-65	65,000	44,000	25,000	16,000	1147 70

ARMSTRONG SIDDELEY	Armstrong Siddeley Owners' Club (01225 723809)					
Lancaster	46-52	12,500	9,000	5,000	2,750	1991 70
Hurricane dhc	46-53	19,500	14,500	8,500	5,500	1991 70
Typhoon coupé	46-50	16,000	11,250	7,000	4,250	1991 70
Whitley	50-53	15,000	10,000	5,000	2,650	2309 85
Sapphire 346	53-59	16,000	12,000	6,000	3,000	3435 100
Sapphire 234/236	56-58	16,500	13,000	6,500	3,250	2309 97
Star Sapphire	58-60	21,500	16,000	7,000	3,500	3990 104

ASTON MARTIN	Aston Martin Owners' Club (01865 400400)					
DB2	50-53	225,000	160,000	115,000	67,500	2580 110
DB2 con	51-53	325,000	255,000	175,000	110,000	2580 109
DB2/4 MkII/II	53-57	180,000	130,000	90,000	62,500	2580 120 ▼
DB2/4 con	53-57	300,000	230,000	160,000	110,000	2580 120
DB3S	53-56	5m	4.3m	3.65m	3m	2922 145
DB MkIII	57-59	205,000	155,000	115,000	70,000	2922 120
DB MkIII con	57-59	390,000	315,000	220,000	175,000	2922 120
DB4	58-63	450,000	350,000	250,000	200,000	3670 141
DB4 Vantage	61-63	565,000	460,000	360,000	265,000	3670 149
DB4 con	61-63	940,000	775,000	650,000	550,000	3670 140
DB4 GT	60-63	2.25m	2m	1.75m	n/a	3670 155

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale	cc	Top speed	Price change
DB4 GT Zagato	60-63	10.5m	9m	8m	6.75m	3670 154
DB5	63-65	675,000	550,000	420,000	295,000	3995 143
DB5 con	63-66	1.2m	950,000	700,000	525,000	3995 141
DB6	65-70	300,000	215,000	150,000	100,000	3995 140
DB6 Vantage	66-69	435,000	325,000	225,000	165,000	3995 148
DB6 Volante	66-70	625,000	525,000	425,000	330,000	3995 145
DBS 6	67-72	117,500	90,000	57,500	37,500	3995 141
DBS 6 Vantage	72-73	155,000	125,000	80,000	50,000	3995 149
DBS V8	69-73	120,000	90,000	59,000	38,500	5340 162
V8	72-90	115,000	85,000	50,000	33,000	5340 147
V8 Vantage	77-89	275,000	220,000	155,000	95,000	5340 168
V8 Volante	78-90	185,000	137,500	95,000	50,000	5340 130
V8 Vantage Volante	86-89	265,000	210,000	150,000	72,500	5340 162 ▼
Zagato	86-87	200,000	150,000	105,000	65,000	5340 180
Virage	89-96	55,000	40,000	21,000	13,500	5340 158
Virage Volante	92-96	74,000	56,500	32,000	22,000	5340 157
V8 Vantage	93-00	200,000	165,000	120,000	90,000	5340 186
V8 Coupé	96-99	65,000	50,000	34,000	25,000	5340 155
Vantage V600	98-00	240,000	195,000	150,000	95,000	5340 200
DB7	94-99	23,500	20,000	14,750	10,000	3239 157
DB7 Volante	96-99	29,000	23,000	17,500	13,500	3239 155 ▲
DB7 Vantage	99-03	26,750	21,750	17,000	13,250	5935 185
DB7 Vantage Volante	99-03	32,000	26,000	19,000	14,500	5935 165



NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	8250	5750	2650	1250	1275	96	
3-litre	68-71	9900	6500	3000	1600	2912	106	
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	3250	2400	1000	400	1748	101	
Allegro 1100-1500	73-82	2750	1650	750	400	1275	87	▲
Allegro 1750/Sport TC	73-75	4000	2750	1200	600	1748	104	▲
Seven/Mini Mkl	59	27500	22500	15,000	12,000	848	71	
Mini Mkl	60-67	14,250	10,000	6250	3750	848	71	
Mini Mkl	67-69	10,000	6750	3500	1650	998	79	
Mini MkII-V	70-90	6500	4650	2250	1100	998	82	
Mini Cooper 997/998	61-69	28,500	18,500	10,500	6000	998	90	
Mini Cooper 1071S	63-64	40,000	31,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96	
Mini C1 1275S MkII/III	67-71	32,000	22,500	14,000	9500	1275	96	
Mini Moke	64-85	19,500	14,500	8000	4500	998	70	
Mini 125GT	69-80	16,000	11,000	5250	2000	1275	89	
Mini Clubman	70-80	4750	3250	1500	750	1098	82	

AUSTIN-HEALEY (austin-healeyclub.co.uk)								
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change	
100 BN1/2	53-56	66,000	48,500	32,000	22,000	2660	103	
100M	55-56	150,000	120,000	82,500	50,000	2660	109	
100S	55	635,000	500,000	450,000	365,000	2660	119	
100/6 BN4/6	56-59	59,000	40,000	26,000	15,000	2639	105	
3000 Mkl	59-61	54,000	39,000	25,000	13,500	2912	112	
3000 Mkl BN7	61-62	65,000	48,000	35,000	22,500	2912	117	
3000 Mkl BT7, BJ7	62-64	56,500	40,000	26,000	14,500	2912	117	
3000 MkIII	64-68	72,000	50,000	30,000	20,000	2912	121	
Frogeye Sprite Mkl	58-61	20,000	14,000	7000	4000	948	82	
Sprite Mkl	61-64	13,000	8250	4000	1850	1098	86	
Sprite MkIII	64-66	12,000	7500	3500	1600	1098	90	
Sprite MkIV	66-71	10,250	6500	3000	1300	1275	96	

AUTOBIANCHI (autobianchiregister.com)								
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change	
Bianchina Trans/Cab	57-68	25,000	19,500	13,500	7250	499	68	

BENTLEY (Bentley Drivers' Club (01295 738886))								
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change	
3-litre Tourer	22-25	450,000	275,000	200,000	140,000	2996		
4.5-litre Tourer	27-31	11m	800,000	500,000	350,000	4398	92	
6.5 Litre Speed Six	28-30	3.3m	2.75m	1.85m	1.1m	6597	86	
4.5 Litre 'Blower'	29-31	11m	775m	4.4m	2.75m	4398	98	
8 Litre	29-31	2.65m	1.65m	775,000	500,000	7982	101	
Derby 3.5 Park Ward	33-37	175,000	80,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	250,000	105,000	85,000	36,500	3669	91	
Derby 4.25 PW	36-39	130,000	90,000	55,000	36,000	4257	96	
Derby 4.25 coachbuilt	36-39	275,000	185,000	90,000	40,000	4257	96	
MkIV 4.3/4.6-litre	46-52	37,500	27,500	15,500	8750	4566	100	
MkIV con	51-52	120,000	90,000	45,000	27,500	4566	100	
R-type saloon	52-55	45,000	30,000	17,500	9500	4566	106	
Coachbuilt con	52-55	150,000	117,500	60,000	37,500	4566	106	
R-type Continental	52-55	875,000	725,000	500,000	400,000	4566	115	
SI/S2 saloon	55-62	42,500	30,000	17,000	8000	4887	101	
SI Continental Mulliner	55-59	440,000	320,000	190,000	150,000	4887	115	
SI Cont PW coupé	55-59	337,500	250,000	140,000	110,000	4887	114	
SI Cont P Ward con	55-59	675,000	540,000	285,000	200,000	4887	114	
SI Cont Mulliner	59-62	250,000	180,000	105,000	75,000	6230	115	
S2 Park Ward con	59-62	335,000	260,000	140,000	90,000	6230	115	
S2 Flying Spur 4dr	59-62	167,500	130,000	70,000	50,000	6230	120	
S3 saloon	62-65	46,500	34,000	19,000	9000	6230	116	
S3 MPW 2dr coupé	62-65	240,000	160,000	95,000	60,000	6230	120	
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	170,000	120,000	75,000	50,000	6230	118	
T1 saloon	65-76	19,500	14,500	6750	2500	6750	120	▲
T2 saloon	77-80	18,000	13,500	6250	2250	6750	120	▲
MPW/Corniche coupé	66-80	45,000	35,000	21,000	9000	6750	120	
MPW/Corniche conv	67-85	62,000	47,500	27,500	16,500	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	5250	2000	6750	119	
Mulsanne Turbo	82-86	14,000	10,500	5750	2400	6750	135	
Turbo R/L	85-97	16,500	12,000	6250	2200	6750	135	▼
Turbo RT	95-97	18,500	14,500	10,000	5000	6750	152	
Continental MPW conv	84-94	67,500	55,000	37,500	22,500	6750	140	
Continental R	91-92	42,500	33,500	24,000	17,500	6750	151	▲
Continental T	96-02	62,500	50,000	37,500	30,000	6750	175	▲
Brooklands	92-98	14,500	11,500	8000	4750	6750	140	
Azure	95-03	56,000	45,000	36,500	27,000	6750	150	

BERKELEY (BerkeleyEnthusiasts' Club (berkeleycarclub.com))								
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change	
Sports SA522/SE528	56-58	9000	6250	3650	2400	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60	

BIZZARRINI (isobizclub.com)								
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change	
530GT Strada	65-69	75,000	60,000	520,000	450,000	5354	165	

NE GUIDE	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
				Mint	Good	Rough			
BMW Car Club (01970 267989)									
BMW									
328		36-39	650,000	510,000	440,000	350,000	1971	100	
503 coupé		56-59	165,000	120,000	87,500	65,000	3168	115	
507		56-59	1.8m	1.6m	1.4m	1.2m	3168	135	▲
Isetta 250/300		55-65	17,500	13,000	9000	5750	298	60	
600		58-59	29,500	22,000	16,000	10,000	585	65	
2000/ti lux/ti		66-72	13,500	10,000	4500	2200	1990	105	
1600/1602/1502		66-77	14,000	10,000	4750	2250	1573	100	
2002/Touring		68-75	16,000	11,000	5000	2400	1990	112	
2002 cabrio/targa		71-74	24,000	17,000	9000	4000	1990	110	
2002ti		71-75	30,000	22,000	11,000	5000	1990	120	
2002 turbo		73-74	100,000	75,000	48,500	32,000	1990	130	
2800CS/CSA		69-71	24,000	16,500	9750	5000	2788	120	
2500/2800/30/33		69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSI		71-75	52,500	35,000	20,000	12,500	2985	130	
3.0CSL		72-75	145,000	110,000	67,500	45,000	3003	134	
3.0CSL 'Batmobile'		72-75	300,000	220,000	150,000	100,000	3153	138	
633/628CSI		76-87	12,000	8000	4000	1750	3210	132	
635CSI		78-89	27,000	17,500	7500	2400	3453	140	



NE GUIDE	DENOTES NEW ENTRY TO PRICE GUIDE		Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
	Mint	Good			Rough						
DKW	DKW Owners' Club (dkw.org.uk)										
Sonderklasse/3-6	53-59	19000	14000	7000	3500	896	76				
1000SP/A Union sp	58-65	17500	12500	6500	3750	980	82				
1000/1000S sal/cpé	58-63	11000	7500	3750	2000	980	80	▲			
F102 saloon	64-66	4750	3250	1750	900	1175	84				

<b>DODGE</b>										
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165			

<b>EVA</b>						Eva Owners' Club (01903 823710)				
Courier sports/cpé	58-61	27,500	22,000	12,000	6,750	1498	100			
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7,000	1798	110			

<b>FACEL VEGA</b>						Facel Vega Car Club (01627 818608)				
FV 4.5/4.8/5.4/5.8	54-59	175,000	127,500	95,000	65,000	5801	125			
HKS500	59-61	170,000	130,000	99,000	60,000	6286	130			
Facel II	62-64	275,000	230,000	155,000	110,000	6286	132	▼		
Facel/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114			

<b>FAIRTHORPE</b>						Fairthorpe Sports Car Club (01895 256799)				
Electron Minor	57-73	5,000	3,750	2,250	1,250	948	80			
TX-GT/5/SS coupé	67-73	4,500	3,250	1,850	750	1998	112			

<b>FERRARI</b>						Ferrari Owners' Club (01485 544500)				
166/M Barchetta	48-50	3.75m	3.25m	3m	2.75m	1995	125			
166 Inter	48-51	1m	750,000	550,000	400,000	1995	115			
212 Inter	51-52	1.4m	11m	800,000	650,000	2562	120	▲		
340 America	51	2.85m	2.5m	2.1m	1.6m	4101	136			
250 Europa SI/SII	53-55	1.25m	1.1m	975,000	900,000	2963	126			
410 Superamerica	56-59	4m	3.4m	2.75m	2.25m	4962	165			
250GT Boano/Elena	56-59	700,000	525,000	400,000	295,000	2953	157			
250GT Cabrio SI	57-59	4.5m	3.9m	3.4m	3m	2953	155			
250GT Berlinetta TdF	57-59	4.4m	4m	3.75m	n/a	2953	143			
250GT PF coupé	58-62	465,000	350,000	265,000	175,000	2953	145			
250 GT Spider lwb	58-62	7.75m	6.75m	6m	5m	2953	155			
250 GT Spider swb	60-63	13m	12m	11m	n/a	2953	149			
250GT SWB (steel)	60-63	6.5m	6.2m	5.75m	5.5m	2953	150			
250GT SWB (alloy)	59-62	12m	10m	9m	8m	2953	155			
250GT Cabrio Se2	60-62	1m	900,000	725,000	550,000	2953	160			
250GTE 2+2	60-63	335,000	265,000	210,000	165,000	2953	140	▼		
250GTIO	62-64	54m	43m	40m	n/a	2953	158			
250LM	64-66	15m	13m	11.5m	n/a	2953	159			
250GT Lusso	62-64	1.2m	975,000	840,000	725,000	2953	150			
400 Superamerica cpé	60-64	2m	1.8m	1.65m	1.5m	3967	162			
500 Superfast	64-67	19m	1.6m	1.35m	1.2m	4962	170			
275GTB (steel)	64-66	15m	13.5m	12m	1m	3286	150			
275GTB (alloy)	64-66	2.35m	2.15m	195m	1.75m	3286	150			
275GTS	64-66	11m	1m	925,000	800,000	3286	150			
275GTB/4 (4-cam)	66-68	2m	1.85m	1.75m	1.65m	3286	165			
330GT 2+2	64-67	210,000	155,000	125,000	95,000	3967	150	▲		
330GTC	66-68	440,000	325,000	275,000	235,000	3967	150			
330GTS	66-68	1.45m	1.25m	1.1m	975,000	3967	150			
Dino 206GT	68-69	385,000	300,000	260,000	180,000	1987	145			
Dino 246GT	69-73	300,000	240,000	175,000	100,000	2418	150			
Dino 246GTS	72-74	330,000	275,000	190,000	110,000	2418	150			
365GT 2+2	67-71	175,000	145,000	95,000	60,000	4390	152			
365GTC	68-70	515,000	400,000	360,000	320,000	4390	155			
365GTB/4 Daytona	68-74	535,000	445,000	375,000	300,000	4390	173			
365GTS/4 Spider	72-73	2m	1.75m	1.4m	n/a	4390	170	▲		
365GT/4 2+2	70-72	215,000	167,500	127,500	102,500	4390	152			
365GT4 2+2	72-76	62,500	47,500	29,500	18,500	4390	150			
365GT4 BB	75-76	295,000	240,000	195,000	150,000	4390	163			
512BB	76-81	205,000	175,000	142,500	112,500	4942	163			
512BBi	81-85	195,000	170,000	140,000	110,000	4942	168			
308GT4 2+2	73-80	47,500	36,500	25,000	18,000	2926	156			
308GTB (gpl)	75-77	125,000	92,500	70,000	50,000	2926	154	▲		
308GTB/GTS	77-80	66,500	52,000	37,500	24,000	2926	155			
308GTB/GTSi	80-82	55,000	40,000	30,000	21,000	2926	155			
308GTB qv/GTS qv	82-85	64,000	49,000	35,000	23,000	2926	155			
328GTB/GTS	85-88	72,000	55,000	43,500	30,000	3195	163			
400/400i/412 manual	76-89	44,000	35,000	22,000	12,000	4823	158			
400/400i/412i auto	76-89	37,500	30,000	17,500	10,000	4942	158			
Mondial	81-94	35,000	27,500	16,500	9,500	2926	143			
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146			
348/Spider	89-94	47,500	40,000	32,000	24,000	3405	170			
F355 GTB	94-99	70,000	60,000	49,000	36,500	3496	185			
F355 GTS/Spider	95-99	67,500	59,500	48,000	37,500	3496	183			
360 Modena	99-05	58,500	52,500	47,500	42,500	3586	184			
Testarossa	84-90	82,500	70,000	52,500	37,500	4942	181			
512 TR	91-94	125,000	100,000	70,000	50,000	4943	193			
F512 M	94-96	185,000	147,500	115,000	80,000	4943	194	▼		
456GT	92-98	47,500	36,000	25,000	18,500	5474	184			
456MCT	98-03	55,000	42,000	28,500	22,000	5474	185			
288GTO	84-87	21m	19m	17.5m	1.6m	2825	190			
F40	88-92	1.2m	1m	800,000	n/a	2936	201			
F50	95-97	2.2m	1.8m	1.3m	n/a	4698	202			

<b>NE DENOTES NEW ENTRY TO PRICE GUIDE</b>	<b>Year</b>	<b>Concours/ Dealer</b>	<b>Mint</b>	<b>Good</b>	<b>Rough</b>	<b>cc</b>	<b>Top speed</b>	<b>Price change</b>
550/575M Maranello	96-06	90,000	72,500	55,000	42,500	5474	199	
Enzo	02-04	21m	1.8m	1.4m	n/a	5998	220	

<b>FIAT</b>						Fiat Motor Club (0208 372 4028)				
500 Topolino	48-55	13,500	9750	5000	2250	569	60			
600/600D	55-70	10,500	7000	3000	1250	633	66			
600 Multipla (MPV)	55-60	27,500	19,000	12,500	6750	767	59			
500/D/I/F/L/R	57-75	16,000	10,000	4000	2000	499	61			
1500S/1600S Osca sp	59-66	29,500	22,000	13,500	7250	1568	105			
2300S	61-68	32,500	23,000	16,500	10,000	2280	120			
850 Coupé	65-73	9000	6000	2750	1400	903	96			
850 Spider	65-73	15,000	9500	4500	2400	903	96			
124/Special 12/14	66-73	2650	1750	850	400	1438	100			
124 Coupé	66-75	10,500	7250	3000	1100	1756	115	▲		
124 Spider 14/16	66-74	21,000	14,000	9000	3750	1608	112			
124 Spider 18/2.0	75-81	17,000	11,500	6000	2500	1756	108			
124 Spider Abarth	72-75	56,000	40,000	30,000	17,500	1756	118			
Pininfarina Spider	82-85	17,500	12,000	6750	2750	1995	104			
Dino Spider 2.0/2.4	67-73	120,000	95,000	62,500	42,500	2418	130			
Dino Coupé 2.0/2.4	67-73	50,000	36,000	22,000	15,000	1987	122			
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112			
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118			
127 Sport 1300	81-83	6250	4000	2000	1000	1301	102			
128 3P coupé	75-78	6500	4500	2000	1000	1301	102			
X1/9	77-89	10,000	6000	3000	1400	1290	100			
Panda	80-96	3000	2000	1000	500	903	87			
Panda 4x4	84-92	5000	5000	2250	1000	999	83			
Coupé/Turbo	94-00	5750	3650	1500	500	1998	149			
Barchetta	95-02	6750	4250	2200	1000	1747	118	▲		

FORD	A/O DC (01527 54225); RS OC (0118 984 1583); Capri Club Int (01386 860880); Sporting Escort OC (01659 231894); Mustang OC GB (mccgb.net)							
Prefect	40-53	8000	5750	2500	1250	1172	68	
Pilot V8	47-51	19500	13000	7000	3500	3622	82	
Anglia/Popular 103E	46-59	8000	5500	2600	1300	1172	61	
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500	1350	997	73	
Anglia 105E	59-68	8000	5500	2650	1600	997	74	
Anglia 123E	62-68	10000	6750	3500	2000	1197	82	
Consul MkI	50-56	8750	6000	2950	1450	1508	73	▲
Zephyr Six MkI	50-56	13000	9000	4250	2000	2262	82	
Zephyr Zodiac	53-56	16500	12000	5500	2650	2262	84	
Consul MkI con	52-56	16500	12500	6750	4000	1508	73	
Zephyr MkI con	52-56	25000	18000	12000	6750	2262	82	
Consul MkII	56-62	8750	5750	2500	1250	1703	79	
Zephyr MkII	56-62	14000	9750	4500	2000	2553	88	
Zodiac MkII	56-62	17500	12500	6000	2750	2553	88	
Consul MkII con	56-62	12750	8750	4750	2500	1703	78	
Zephyr MkII con	56-62	20000	15000	9000	5500	2553	88	
Zodiac MkII con	56-62	24000	17500	10500	6250	2553	88	
Zephyr MkIII	62-66	13000	10000	4400	1750	2553	95	
Zodiac MkIII	62-66	17500	12000	5750	2000	2553	100	
Zephyr 4/6 MkIV	66-72	8250	5750	2500	1100	2994	100	
Zodiac MkIV/Exec	66-72	9250	6750	3250	1400	2994	100	
Consul Classic	61-63	10000	7000	3200	1350	1498	79	▲
Consul Capri	61-64	15750	11000	5500	2500	1340	84	▲
Consul Capri GT	63-64	20000	14000	8000	3500	1340	95	
Corsair/4	64-70	6500	4650	2250	1100	1663	90	
Corsair GT/2000E	64-70	8500	6250	3000	1500	1996	100	
GT40	64-68	39m	3m	2.2m	1.65m	4736	198	
Mustang coupé	64-68	29500	20000	12000	6500	4727	120	
Mustang fastback	65-68	35000	26000	15500	8500	4727	120	
Mustang con	64-68	35000	26000	16000	9000	4727	111	
Mustang GT350	65-66	230000	190000	115000	90000	4727	133	
Mustang GT500	67-70	150000	115000	90000	65000	6800	130	
Cortina MkI	62-66	10000	7500	3500	1400	1498	82	
Cortina MkII GT	63-66	24000	17500	8000	3500	1948	91	
Cortina MkIII	66-70	10000	7000	3400	1500	1599	87	
Cortina MkIII GT	66-70	11750	8750	4000	1750	1599	98	▲
Cortina 1600E	67-70	12500	9000	4250	1750	1599	98	▲
Cortina MkIII	70-76	9750	6750	3250	1500	1993	101	
Cortina MkIII GT/CXL	71-76	11000	7500	3750	1850	1993	104	
Cortina MkIII 2000E	73-76	11500	8000	4000	2000	1993	105	
Cortina MkIV/V	76-82	9000	6000	2500	1200	2293	110	
Escort MkI 11/13	68-75	11000	8000	4000	2000	1298	83	
Escort Twin Cam	68-71	55000	43000	30000	22500	1558	113	
Escort GT/Sport	68-73	18000	13000	7000	4000	1298	96	
Escort 1300E	73-75	18500	13250	6750	3750	1298	94	
Escort Mexico	70-75	37500	25000	16000	10000	1599	99	
Escort RS1600	70-75	60000	47500	32500	25000	1601	113	
Escort RS2000	73-74	45000	35000	21000	14000	1993	108	
Escort MkII sal	75-80	10000	6500	2950	1250	1297	93	
Escort MkII Ghia	75-80	12000	8000	4000	2000	1599	97	
Escort MkII Sport	75-80	20000	15000	7500	3750	1599	101	
Escort MkII Mexico	76-78	35000	25000	15000	9000	1593	105	
Escort MkII RS1800	75-77	70000	52500	36000	27500	1835	112	



NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Integra Type R DC2	98-01	14,000	11,500	6000	3500	1787	143	
S2000 (API)	99-03	12,000	8500	5500	3250	1997	147	

HRG								
1100/1500	38-56	60,000	46,500	32,000	22,500	1496	81	

HUMBER								
Post-Vintage Humber Car Club (01604 404363)								
Hawk MkI-VI	49-57	7500	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	7500	5000	2350	1150	2267	86	
Snipe	45-48	9500	7500	3000	1400	2751	72	
Snipe/P'man MkI-IV	45-56	10,000	7000	3250	1500	4139	91	
Super Snipe dhc	49-52	22,000	15,000	10,000	5000	4086	80	
Super Snipe SI-VA	58-67	9750	7000	2750	1250	2651	106	
Imperial	64-67	10,000	7250	3000	1350	2965	102	
Sceptre MkI-II	63-67	7500	4750	2200	1000	1725	90	
Sceptre MkIII	67-76	7000	4500	1750	750	1725	98	

ISO								
Iso Bazzirani Club (020 8891 6663)								
Rivolta	62-70	82,500	60,000	40,000	30,000	5359	140	
Grifo	63-74	300,000	240,000	187,500	125,000	5359	161	
Grifo 7-litre	69-74	375,000	300,000	215,000	140,000	6998	170	
Lele	70-74	44,000	24,000	15,000	7500	5736	145	

JAGUAR								
Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/V-type Club (01584 781588)								
SS100 2½-litre	36-39	575,000	285,000	225,000	160,000	2663	94	
SS100 3½-litre	38-39	450,000	360,000	275,000	190,000	3485	104	
1½-litre	45-49	32,000	21,000	12,000	6750	1776	70	
2½-litre	46-51	35,000	25,000	14,000	7500	2663	87	
3½-litre	46-51	44,000	29,500	17,500	9500	3485	92	
MkV 2½-litre con	49-51	63,000	45,000	27,500	12,000	2663	87	
MkV 3½-litre con	49-51	80,000	60,000	36,500	20,000	3485	92	
XK120 alloy rdstr	49-50	255,000	195,000	152,500	115,000	3442	132	
XK120 roadster	50-54	115,000	80,000	55,000	33,500	3442	122	
XK120 dhc	50-54	100,000	77,500	48,000	30,000	3442	122	
XK120 fhc	51-54	90,000	65,000	40,000	26,000	3442	121	
C-type	51-54	4.5m	3.65m	3.3m	2.9m	3442	144	
XK140 roadster	54-57	110,000	80,000	52,500	32,000	3442	126	
XK140 fhc	54-57	70,000	50,000	36,000	26,000	3442	125	
XK140 dhc	54-57	105,000	80,000	53,000	32,000	3442	125	
D-type	54-57	6.25m	5.2m	4.1m	3.65m	3442	160	
XK150 roadster	58-60	109,000	79,000	45,000	27,500	3781	130	
XK150 fhc	57-61	70,000	50,000	33,000	20,000	3781	128	
XK150 dhc	57-61	100,000	70,000	39,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	160,000	115,000	80,000	59,000	3442	130	
XK150S 3.4 fhc	58-60	90,000	70,000	50,000	39,000	3442	129	
XK150S 3.4 dhc	58-60	116,000	90,000	69,000	50,000	3442	130	
XK150S 3.8 roadster	59-60	188,000	155,000	124,000	87,500	3781	136	
XK150S 3.8 fhc	59-60	106,000	82,500	60,000	45,000	3781	132	
XK150S 3.8 dhc	59-60	170,000	130,000	100,000	72,000	3781	130	
MkVII-MkIX	51-61	34,000	23,000	12,000	5500	3442	105	
MkIV/420G	61-70	21,000	15,000	6750	3000	4235	120	
MkI 24/Mk2 2.4	55-67	26,000	18,000	8500	3650	2483	96	
Mk1 3.4	57-59	41,500	27,500	15,000	9000	3442	120	
Mk2 3.4	59-67	35,000	25,000	11,000	4000	3442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5000	3781	121	
S-type sal	63-68	23,000	16,000	7750	3250	3781	121	
240	67-68	21,500	15,250	7000	3000	2483	105	
340	67-68	27,000	18,000	8950	3950	3442	123	
420	66-68	16,500	12,000	5750	2500	4235	123	
E-type 3.8 rdstr (ff)	61-62	187,500	137,500	92,500	67,500	3781	145	
E-type 3.8 cpé (ff)	61-62	145,000	117,500	80,000	55,000	3781	145	
E-type 3.8 roadster	62-64	160,000	115,000	75,000	52,500	3781	145	
E-type 3.8 coupé	61-64	125,000	90,000	57,500	36,000	3781	145	
E-type 4.2 SI rdstr	64-67	150,000	110,000	72,500	48,500	4235	145	
E-type 4.2 SI coupé	64-67	115,000	82,500	54,000	33,500	4235	145	
E-type SI 2+2	66-67	65,000	47,500	22,000	11,000	4235	136	▲
E-type SI16/S2 rdstr	67-70	110,000	77,500	45,000	27,000	4235	145	
E-type SI16/S2 fhc	67-70	78,500	55,000	32,500	20,000	4235	145	
E-type SI16/S2 2+2	67-70	46,500	36,000	17,500	10,000	4235	136	
E-type V12 roadster	71-75	89,500	65,000	35,000	22,500	5343	150	
E-type V12 fhc 2+2	71-74	57,500	42,500	22,500	10,500	5343	150	
XJ6 2.8 Series 1	68-73	10,000	6750	2500	1000	2791	117	
XJ6 4.2 Series 1	68-73	12,000	7750	3250	1100	4235	124	
XJ12 Series 1	72-73	15,000	10,000	4500	2000	5343	140	
XJ6 Series 2	73-79	11,000	7000	3000	1000	3442	117	
XJ6 Series 3	79-86	9000	6000	2500	950	4235	125	
XJ12 Series 2-3	75-93	10,500	7000	3200	1200	5343	146	
XJ6 Coupé	75-78	24,000	14,000	7000	4200	4235	120	
XJ12 Coupé	75-78	26,000	17,500	9000	4500	5343	143	
XJR 3.6/4.0 sal	88-94	11,000	7000	3500	1600	3980	142	
XJ12 (XJ81) sal	93-94	7000	4500	2250	1100	5994	155	
XJR X300 sal	94-97	8500	5000	2400	1000	3980	155	
XJ12 X300 sal	94-97	7500	5750	3000	1500	5994	155	
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto	75-91	12,500	7750	3250	900	5343	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
XJ-S 3.6	83-89	8500	5250	2200	800	3590	141	
XJ-SC 3.6 cabrio	83-87	12,500	8750	4000	1750	3590	134	
XJ-SC V12 cabrio	85-88	16,000	11,000	5000	2000	5343	150	
XJ-S V12 con	88-91	18,000	12,000	5250	2400	5343	150	
XJS V12	91-96	16,500	11,000	5000	2200	5994	161	
XJS V12 con	91-96	17,500	12,000	5500	2500	5994	160	
XJR-S	88-93	22,000	16,000	7750	3650	5993	158	
XJS 4.0	91-96	14,750	9000	4000	1750	3980	138	
XJS 4.0 conv	92-96	22,000	14,000	7000	3750	3980	138	
XJ220	89-92	300,000	260,000	210,000	160,000	3498	212	
XK8 4.0 fhc	96-02	7500	5250	2650	1400	3996	155	
XK8 4.0 con	96-02	10,000	7000	4000	2250	3996	155	
XJR (X308) sal	97-03	7000	4400	2000	1000	3996	155	
XKR 4.0 fhc/con	98-02	12,500	8250	4500	2750	3996	157	

JEEP								
Cherokee	92-01	12,500	7500	3200	1300	3960	107	

JENSEN								
Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)								
S41/R/S	54-63	57,500	42,500	22,500	13,000	3993	123	
C-V8	62-65	55,000	40,000	19,500	11,000	6276	143	
Interceptor MkI	67-69	57,500	37,500	18,500	8500	6276	140	
Interceptor II-III	70-75	50,000	35,000	15,500	7500	6276	140	
FF	67-71	120,000	82,500	60,000	40,000	7212	141	
Interceptor SP	71-73	55,000	36,500	16,500	8000	7212	144	▲
Interceptor con	74-76	70,000	52,500	30,000	16,000	7212	140	▼
Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	

JOWETT								
Jowett Car Club (01246 256944); Jupiter Owners' Auto Club (01394 385709)								
Javelin	47-54	11,000	7500	3600	1750	1486	77	
Jupiter	50-54	30,000	23,000	16,000	9000	1486	85	

LAGONDA								
Lagonda Club (01252 845451)								
2.6/2.9	48-57	59,500	42,500	25,000	12,500	2922	100	
2.6/2.9 con	49-57	50,000	67,500	35,000	20,000	2922	100	
Rapide	61-64	167,000	125,000	75,000	40,000	3959	135	
Saloon SI-III	76-87	67,500	46,000	26,500	18,000	5340	140	
Saloon SIV	87-90	72,500	52,500	32,500	22,000	5340	140	

LAMBORGHINI		Lamborghini Owners' Club UK (lamborghiniclubuk.com)						
350GT/400GT Inter	64-67	500,000	400,000	325,000	225,000	3497	147	
400GT	67-68	330,000	285,000	240,000	200,000	3929	150	▲
Miura P400	66-69	925,000	700,000	550,000	460,000	3929	170	
Miura 400S	69-71	115m	975,000	625,000	540,000	3929	172	
Miura SV	71-75	2m	18m	15m	n/a	3929	175	
Islero	68-70	182,500	145,000	125,000	105,000	3929	160	
Jarama	70-78	120,000	86,500	57,500	40,000	3929	162	
Espada I	68-70	150,000	112,000	65,000	37,500	3929	154	
Espada I/III	71-78	115,000	85,000	54,000	30,000	3929	154	
Urraco P250	73-74	75,000	50,000	25,000	17,500	2463	148	
Urraco P300	75-76	85,000	59,500	28,000	20,000	2997	158	
Jaipa	82-86	74,000	49,500	30,000	21,000	3485	153	
Ctach LP400 Periscopio	74-76	975,000	750,000	650,000	475,000	3929	192	
Countach LP400	76-78	425,000	350,000	250,000	175,000	3929	192	
Ctach LP400S	78-82	350,000	275,000	195,000	140,000	3929	164	
Countach 5000	82-90	325,000	260,000	175,000	130,000	5167	179	
Countach 25th Anni	89-90	225,000	195,000	152,500	120,000	5167	179	▲
Diablo	91-01	160,000	130,000	95,000	70,000	5707	202	▲
Diablo VT	95-01	175,000	150,000	105,000	82,500	5707	200	▲



NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
A6C/2000 coupé	54-57	500,000	450,000	400,000	350,000	1986	131	
3500GT coupé	58-64	230,000	180,000	130,000	100,000	3485	142	
3500GT Spider	58-64	595,000	475,000	375,000	265,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	175,000	130,000	95,000	55,000	3485	138	
Mistral coupé	63-70	155,000	115,000	80,000	50,000	3692	147	
Mistral Spyder	64-70	540,000	460,000	350,000	250,000	3692	147	
Quattroporte 41/47	63-71	60,000	40,000	25,000	15,000	4136	130	
Quattroporte III	79-90	19,000	12,000	6500	3500	4930	122	
Mexico	65-72	90,000	67,500	40,000	27,500	4719	150	
Indy	66-74	65,000	49,000	34,000	24,000	4719	156	
Chibili 4.7	67-70	177,500	140,000	80,000	57,500	4719	155	
Chibili Spyder	69-71	595,000	500,000	400,000	320,000	4719	154	
Chibili 4.9 SS	70-73	200,000	160,000	105,000	75,000	4930	172	
Chibili SS Spyder	71-72	650,000	590,000	490,000	395,000	4930	170	
Bora 4.7/4.9	71-79	165,000	125,000	95,000	57,500	4719	160	
Merak	72-75	46,000	32,500	18,000	10,000	2965	135	
Merak SS	76-83	57,500	42,000	22,000	14,000	2965	147	
Khamsin	74-82	125,000	95,000	65,000	45,000	4930	151	
Kyalami 41/49	76-83	56,500	46,500	28,500	15,000	4930	150	
Birburo 220-425	81-88	10,000	6000	2500	1200	2491	138	
Biturbo Spyder	84-91	12,500	8500	4000	2000	2491	138	
Chibili II	94-97	18,000	12,000	6000	3000	2790	155	
Quattroporte IV	94-01	11,000	9000	5250	2750	2790	158	
3200GT	98-01	13,250	10,250	7750	5500	3217	180	
4200GT	02-07	16,000	13,000	11,000	6500	4244	177	

MATRA Matra Enthusiasts' Club (01892 652964)								
Bagheera	73-79	12,000	8000	3500	1250	1442	102	
Murena	80-83	14,000	9000	4000	1500	2165	121	

MAZDA mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)								
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	15,000	10,000	4500	1250	2292	119	
RX7 S2	86-91	6000	4250	1850	750	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	5750	3750	1750	1000	1597	121	
MX-5	91-97	4750	2650	1200	500	1839	123	

McLAREN								
F1	93-98	14m	12m	95m	65m	6064	240	

MERCEDES-BENZ M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860322)								
500K Cabrio A/B/C	34-36	14m	11m	750,000	475,000	5016	102	
500K Sports/Roadster	34-36	35m	275m	22m	16m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	21m	165m	11m	850,000	5401	101	
540K Cabrio B/C	36-39	13m	1m	620,000	450,000	5401	100	
540K Special Roadster	36-39	6m	5m	4m	3m	5401	106	
180/190 Ponton sal	53-62	15,000	11,000	5250	2500	1897	81	
219/220S Ponton sal	56-59	18,500	13,500	6500	3500	2195	101	
220S/SE cabrio	56-60	125,000	90,000	45,000	30,000	2195	101	
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101	
300A/B/C/D sal	51-62	59,000	39,000	22,000	15,000	2996	101	
300 cabrio D	57-62	225,000	165,000	100,000	55,000	2996	100	
300S cab/rdstr	52-55	470,000	360,000	250,000	175,000	2996	112	
300Sc cab/rdstr	55-58	690,000	500,000	360,000	240,000	2996	112	
300Sc coupé	55-58	360,000	300,000	240,000	160,000	2996	112	
300SL Gullwing	54-57	125m	11m	95,000	75,000	2996	145	
300SL roadster	57-63	11m	975,000	850,000	650,000	2996	130	
190SL roadster	55-63	130,000	100,000	60,000	40,000	1897	109	
190/200 Fintail sal	61-68	13,000	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281	100	
300SEL Fintail sal	61-65	24,000	17,500	8500	3250	2996	109	
220SEb coupé	61-65	45,000	32,500	17,500	10,000	2195	107	
220SEb cabrio	61-65	85,000	62,000	40,000	25,000	2195	107	
300SE coupé	62-67	55,000	36,500	25,000	16,000	2996	110	
300SE cabrio	62-67	150,000	120,000	70,000	47,500	2996	109	
230SL sports	63-67	87,500	60,000	34,000	21,000	2306	121	
250SL sports	67-68	92,500	62,500	36,000	23,000	2496	121	
280SL sports	67-71	110,000	72,500	40,000	26,000	2778	121	
600 saloon	64-81	110,000	75,000	44,000	25,000	6330	120	
250/280S/SE sal	65-72	20,000	13,000	5500	2250	2778	116	▲
250SEC/280SEC cpé	65-69	55,000	38,500	21,500	13,500	2778	116	
250/280SE cab	65-69	110,000	82,500	42,000	22,500	2778	116	
280SE coupe (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116	
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	72,500	42,500	26,500	3499	127	
280SE 3.5 cabrio	69-71	265,000	210,000	150,000	100,000	3499	127	
300SE/SEL sal	65-69	22,000	14,000	6000	2500	2996	115	▲
280/300SE/SEL 3.5	69-72	25,000	16,500	7500	3500	3499	128	▲
300SEL 6.3 saloon	67-72	60,000	42,500	24,000	15,000	6329	132	
200/220/230.4 sal	67-76	9500	6500	2750	1100	2197	105	
230.6/250/280 sal	67-76	10,000	6750	3000	1250	2746	125	
250CE/280CE coupé	68-76	17,500	12,500	5750	2400	2746	125	
280/350/380/420SL	71-89	30,000	18,000	7500	2750	4196	130	
500/560SL sports	82-89	35,000	21,000	9250	3750	5547	142	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
300SL (R107)	85-89	33,500	20,000	9000	3650	2962	124	
350/380/450SLC cpé	71-81	15,500	10,000	4750	1750	4520	137	
280S/SE sal	72-80	11,500	7000	3250	1250	2746	118	
350/450SE/SEL sal	72-80	16,000	10,000	4400	1600	4520	130	
380/420/500SEC	75-84	7850	5000	2000	950	2299	114	
250/280E sal	75-84	8000	5200	2100	1000	2746	124	
230/280CE coupé	77-85	16,000	11,000	5000	2000	2746	125	
C-wagon (W460)	79-92	23,500	16,000	7500	3650	2746	102	
450SEL 6.9 sal	76-80	40,000	27,500	14,000	7000	6834	140	
280SL-SL320 (R129)	89-01	12,000	7250	3500	1600	2960	142	
500SL/SL500 (R129)	89-01	16,000	10,000	4500	2300	4973	155	
600SL/SL600 (R129)	92-01	20,000	13,500	6500	3500	5987	155	
380/420/500SEC	81-91	20,000	14,000	6000	2200	4973	158	
560SEC	86-91	20,000	15,500	7750	2600	5547	151	
300SE-500SE sal	80-91	8000	5000	1900	800	4973	147	
500/560SEL sal	80-91	12,000	7500	2800	1200	5547	156	
190E sal	82-92	5500	3250	1300	550	1997	119	▲
190E 2.3/2.5-16	83-92	26,000	17,500	10,000	5000	2299	143	
W124 Coupé	87-95	7000	4750	1750	500	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5500	2850	3199	142	
W124 saloon	84-95	4500	2750	1200	400	3199	146	
500E saloon	90-95	35,000	25,000	13,000	8000	4973	155	
SLK230 Komp'	97-04	8000	2750	1000	450	2295	140	
CLK-GTR	98-99	2.65m	2.2m	n/a	n/a	6900	199	
SL55 AMG	02-08	18,000	13,000	9000	6000	5439	155	
SLR McLaren	03-10	180,000	160,000	137,500	n/a	5439	208	

MESSERSCHMITT Owners' Club (01293 87147); Enthusiasts' Club (01483 769270)								
KRT5/200	53-64	26,500	19,000	12,000	7000	191	65	
KT500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75	

MG	Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)							
SA saloon	36-39	45,000	35,000	25,000	14,000	2322	80	
SA tourer/dhc	36-39	62,500	46,000	32,000	20,000	2322	80	
VA saloon	37-39	29,000	23,000	16,000	10,000	1548	80	
VA tourer/dhc	37-39	44,000	30,000	21,000	13,500	1548	81	
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91	
VA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91	
TA/TB/TC	36-49	35,000	25,000	15,750	10,000	1250	78	
TD	49-53	24,000	16,000	10,500	6500	1250	80	
TF1250/1500	53-55	32,500	22,500	13,000	8500	1466	85	
YA/YB	47-53	15,000	10,500	5000	2750	1250	71	
Magnette ZA/ZB	53-59	17000	12,000	5000	2500	1489	82	
MGA Roadster	55-62	30,000	22,000	13,000	8250	1489	98	
MGA Coupé	56-62	26,000	17,500	10,000	6250	1489	98	
MGA Twin Cam Rdstr	58-60	52,500	37,500	24,000	16,000	1588	115	
MGA Twin Cam Cpé	58-60	39,500	29,500	19,500	13,000	1588	115	
Magnette III/IV	59-68	10,500	7250	3200	1400	1622	71	▲
1100/1300	62-71	8000	5750	2750	1250	1275	97	
MCB roadster p/h	62-65	19,250	14,250	7500	4000	1798	103	
MGB roadster	65-67	17,500	12,750	6000	3000	1798	103	
MGB GT	65-67	15,500	10,500	4750	2200	1798	103	
MGB MkII roadster	67-71	16,500	11,500	5500	2500	1798	103	
MGB MkII GT	67-71	13,750	8250	3600	1600	1798	103	
MGB MkIII roadster	71-74	16,000	11,000	5250	2250	1798	100	
MGB MkIII GT	71-74	12,000	7250	3200	1500	1798	96	
MGB roadster	75-80	12,000	7500	3000	1250	1798	96	
MGB GT	75-80	8000	5000	2000	800	1798	104	
MGC roadster	67-69	26,000	19,250	10,000	4500	2912	120	
MGC GT	67-69	22,500	15,750	7750	3750	2912	120	
MGB GT V8 chrome	73-74	25,000	16,500	7500	4000	3528	125	
MGB GT V8 rubber	74-76	19,000	13,000	6500	3250	3528	125	
Midget MkI	61-64	10,750	7000	3400	1700	1098	86	
Midget MkII	64-66	10,500	6500	3000	1400	1098	90	
Midget MkIII	66-74	9250	5750	2750	1200	1275	96	
Midget 1500	74-79	6000	4000	1500	500	1498	101	
Metro	82-90	7500	5000	2650	1250	1275	100	
Metro Turbo	83-89	14,000	10,000	5000	2500	1275	110	
Montego Turbo	85-91	9000	6500	3500	1850	1994	124	
Maestro Turbo	89-91	15,500	11,500	7000	4000	1994	128	
Metro 6R4	85-86	100,000	80,000	62,500	45,000	2991	120	
R/V8	92-96	17,500	13,500	9500	6000	3946	136	
MGF/TF	95-05	3500	2100	800	375	1796	126	
TD260 V8	03-05	8500	6250	4250	3250	4601	155	



<b>NE</b> DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
356 cabrio 13/15	51-55	280,000	275,000	160,000	110,000	1488	90	▲
356 Speedster	54-58	425,000	350,000	230,000	185,000	1488	92	
356 Convertible D	58-59	220,000	160,000	110,000	70,000	1488	92	▲
356A	55-59	90,000	65,000	39,000	25,000	1582	113	
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	160,000	115,000	72,500	48,500	1582	113	▲
356B roadster	60-61	165,000	125,000	75,000	48,500	1582	113	
356B/C cabrio	60-65	130,000	97,500	62,000	40,000	1582	113	
356A/B Carrera	55-62	500,000	375,000	275,000	200,000	1582	113	
Carrera 2	63-65	450,000	360,000	300,000	250,000	1966	125	
911 2.0	64-65	190,000	140,000	100,000	65,000	1991	131	
911 2.0	66-67	130,000	90,000	60,000	40,000	1991	131	
911S 2.0	66-69	155,000	120,000	85,000	60,000	1991	140	
912	65-69	55,000	38,000	27,000	17,500	1582	112	
911LT	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	85,000	60,000	36,000	26,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144	
914-4	69-75	24,000	16,500	7500	4000	1795	112	
914-6	69-72	78,500	53,000	33,500	22,500	1991	125	
911S 2.4	71-73	150,000	112,000	82,000	60,000	2341	144	
Carrera RSL	72-73	850,000	650,000	500,000	400,000	2687	149	▲
Carrera RST	72-73	450,000	360,000	280,000	190,000	2687	149	▼
911 2.7	73-77	42,500	32,500	18,000	11,000	2687	135	
911S 2.7	73-77	47,500	36,500	24,000	16,000	2687	140	
Carrera 2.7MFI	73-77	150,000	120,000	85,000	60,000	2687	148	
911 Turbo (930) 3.0	75-77	135,000	105,000	79,000	52,500	2995	156	
Carrera 3.0	76-77	85,000	55,000	37,500	26,000	2994	146	
924	76-85	6250	3950	1600	750	1984	126	
924 Turbo	78-83	16,500	11,000	5250	2500	1984	144	
924 Carrera GT	80-81	72,500	55,000	36,000	24,000	1984	150	
924S/Le Mans	85-88	9250	6500	2650	1250	2479	136	
928S/52	77-87	25,000	18,500	9500	4500	4664	155	
928S4	86-95	29,500	19,500	10,000	4500	4957	161	
928GT	89-92	37,500	25,000	15,000	9000	4957	168	
928GTS	91-95	50,000	40,000	24,000	11,000	5396	171	
911 Turbo (930) 3.3	77-90	87,500	65,000	40,000	29,500	3299	160	
911 Turbo Cabrio	86-90	97,500	72,500	45,000	32,000	3299	158	
911SC 3.0	77-83	44,500	32,000	20,000	12,500	2994	149	
911 Carrera 3.2	83-89	50,000	35,000	19,000	12,000	3164	158	
911 Carrera cabrio	83-89	45,000	32,000	18,500	12,000	3164	155	
Carrera Supersport	84-89	85,000	62,500	37,500	26,500	3164	158	
911 Speedster	88-89	117,500	90,000	67,500	48,500	3164	158	
999	87-88	950,000	750,000	600,000	500,000	2994	190	▲
Carrera Club Sport	87-89	130,000	100,000	68,000	42,000	3164	154	
944	82-87	10,500	7000	3000	1200	2479	134	
944 Turbo	85-91	23,500	15,500	7500	3250	2479	157	
944S	86-88	11,000	7500	3400	1400	2479	140	
944S2	88-92	14,000	9000	4000	1750	2990	149	
944S2 Cabrio	89-92	16,000	10,500	4850	2350	2990	149	
944 Turbo Cabrio	91-92	29,500	22,000	14,000	7500	2479	150	
911 (964)	89-94	50,000	37,500	24,000	14,500	3600	158	
911 Turbo (964)	90-94	135,000	105,000	65,000	35,000	3299	167	
911 Carrera RS (964)	92-94	195,000	168,500	140,000	110,000	3600	162	
968	92-95	16,000	12,000	7250	4000	2990	150	
968 Sport	94-95	24,000	16,500	10,000	6000	2990	151	
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	
911 Carrera (993)	94-97	54,000	41,000	29,000	20,000	3600	160	
911 Turbo 4 (993)	95-98	130,000	102,500	75,000	50,000	3600	180	
911 Turbo S (993)	97-98	250,000	190,000	150,000	125,000	3600	182	
911 C4S/C2S (993)	95-97	90,000	72,500	49,500	30,000	3600	171	
911 Carrera RS (993)	94-95	260,000	220,000	175,000	135,000	3746	172	
911RS Clubsport	95-96	300,000	250,000	200,000	160,000	3746	175	
911 GT2 (993)	95-98	950,000	800,000	700,000	600,000	3600	187	
Boxster 2.5	96-99	6500	4350	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5250	3200	1950	2687	156	
Boxster 3.2S	99-04	8250	6250	3850	2500	3179	164	
911 Carrera (996)	97-05	23,000	17,000	10,500	6750	3387	170	
911 GT3 (996)	99-05	75,000	59,000	48,000	40,000	3600	188	
911 Turbo (996)	99-05	44,000	35,000	27,500	22,000	3600	189	
911 GT2 (996)	01-05	100,000	89,000	82,000	72,000	3600	198	

NE DENOTES NEW ENTRY TO PRICE GUIDE		Year	Concours/ Dealer	Private sale					cc	Top speed	Price change
				Mint	Good	Rough					
	Florida/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	▲		
	Florida/Caravelle con	59-68	13,000	9000	4500	2000	1108	90	▼		
	R4	62-80	8000	5000	2200	1000	1108	72			
	R8/R10	62-71	4250	2750	1400	700	1108	84			
	R8 Gordini	67-70	35,000	26,000	17,000	12,000	1255	108			
	16CL/DLTS/TX	65-79	6000	4000	2000	1000	1565	105			
	5 hatch	72-84	3000	2400	1500	400	1289	96			
	5 hatch	84-96	2400	1250	450	150	1397	109			
	5 Turbo 2	83-86	80,000	57,500	32,500	22,500	1397	124			
	5GT Turbo	86-91	20,000	15,000	7000	3250	1397	123			
	Clio Williams	94-95	20,000	13,000	6500	3000	1998	134			
	Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134			
RILEY Riley RM Club (01352 700427); Riley Motor Club (01802 773197)											
	RMA/RME 1½ saloon	45-55	16,000	11,500	5750	2650	1496	81			
	RMB/RMF 2½ saloon	46-53	19,000	14,250	8000	4000	2443	91	▲		
	Roadster RMC	48-50	43,500	30,000	18,000	9000	2443	100			
	RMD convertible	48-51	28,500	22,000	13,500	7000	2443	91			
	2.6/Pathfinder	53-59	11,500	7500	3250	1650	2443	101			
	One Point Five	57-65	10,000	7000	3000	1400	1489	85			
	4/68, 4/72	59-69	12,500	8000	3250	1400	1622	88	▲		
	Elf MkII/II 848/998	61-69	8500	6000	2750	1300	998	75			
	Kestrel 1100/1300	65-69	6250	4250	1950	1000	1098	87			
ROCHDALE Rochdale Owners' Club (01364 654419)											
	GT	57-61	8750	6000	3000	1250	1172	85			
	Olympic	60-73	11,000	7500	4250	2750	1489	105			
ROLLS-ROYCE Rolls-Royce Enthusiasts' Club (01237 811788)											
	Silver Ghost	07-14	22m	175m	145m	12m	7428	75			
	Silver Ghost	18-25	375,000	300,000	235,000	150,000	7428	78			
	Phantom I/II	25-35	365,000	220,000	97,500	32,500	7668	88			
	Phantom III	36-39	250,000	150,000	75,000	30,000	7340	92			
	Silver Wraith 4.3/4.6	47-59	50,000	37,500	21,000	10,500	4257	92			
	Silver Dawn sal	49-55	43,500	32,000	18,000	9500	4566	98			
	Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98			
	Silver Cloud I saloon	55-59	37,500	27,500	16,500	8000	4887	101			
	SCI Mulliner con	55-59	475,000	340,000	265,000	190,000	4887	101			
	Silver Cloud II sal	59-62	43,500	30,000	17,500	8500	6230	115			
	SCI Mulliner con	59-62	300,000	210,000	125,000	85,000	6230	112			
	Phantom V/VI limo	60-77	100,000	72,500	40,000	25,000	6230	112	▼		
	Silver Cloud III sal	62-66	49,000	35,000	19,000	9000	6230	116			
	SCII MPW con	62-66	250,000	175,000	100,000	60,000	6230	116			
	Shadow/Wraith	66-80	19,000	13,500	6250	2000	6750	120	▲		
	MPW/Corniche cpé	66-80	40,000	30,000	19,500	8750	6750	119			
	MPW/Corniche con	67-90	60,000	46,500	27,000	16,000	6750	119			
	Camargue	75-86	55,000	45,000	32,000	20,000	6750	115			
	Silver Spirit/Spur	80-89	13,000	9500	4500	1650	6750	119			
	Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119			
ROVER P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 580929); Rover P6 Drivers' Club (01802 689975); Rover SD1 Club (08451 306230)											
	P3 60	48-49	12,500	9250	4250	1900	1595	75	▼		
	P3 75	48-49	15,000	11,500	5000	2200	2103	85	▼		
	P4 75 'Cyclops'	50-52	16,000	11,500	5500	2400	2103	84			
	P4 60/75/80	52-62	9250	6000	2250	800	2286	85			
	P4 90	54-59	11,000	7250	3000	1000	2638	90			
	P4 105R	57-58	9500	6000	2400	850	2638	91			
	P4 105S/100	57-62	11,250	7500	3400	1400	2638	96			
	P4 95/110	62-64	10,350	6750	2750	950	2625	100			
	P5 3-litre	58-67	10,500	7000	3250	1250	2995	113			
	P5 Coupé	63-67	14,500	10,500	5000	2250	2995	113			
	P5B 3½-litre	67-73	16,000	11,000	5000	2000	3528	113			
	P5B 3½-litre Coupé	67-73	30,000	21,000	10,500	4000	3528	113			
	P6 2000/TC	63-69	8000	4500	2000	900	1978	115			
	P6 2000/2200/TC	70-77	7250	3500	1500	650	2205	112			
	P6 3500	68-76	10,000	5500	2000	1000	3528	117			
	P6 3500S	71-76	12,500	7000	2750	1250	3528	126			
	SD1 2.0/2.3/2.6	76-86	4500	3000	1200	600	2597	117			
	SD1 3500	76-86	6250	4750	2000	800	3528	125			
	SD1 vdp	80-86	7000	5000	2400	1000	3528	126			
	SD1 Vitese	82-86	8750	6000	2750	1250	3528	133			
	SD1 Vitese TP	85-86	16,500	11,500	5500	2500	3528	135			
	Mini	90-00	6000	4500	2000	1000	1275	88			
	Mini Cooper/S	91-00	9250	6500	3250	1600	1275	97			
	200 BRM LE	98-99	5500	3750	1750	850	1796	127			
SAAB Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)											
	96 Bullnose	60-65	9500	6500	3500	2000	841	80			
	96 Longnose	65-68	7250	5250	3000	1600	841	79			
	Sport/Monte Carlo	62-66	12,000	9000	5250	2750	841	88			
	96/95 V4	67-79	10,000	7250	3500	1400	1498	93			
	Sonett	67-74	15,000	11,000	5500	2750	1498	100			
	99	68-84	5500	3750	1850	900	1985	101			
	99 Turbo	77-82	14,000	10,000	4750	2200	1985	125			
	90 Turbo (sal/con)	79-93	11,250	7500	3000	1600	1985	133			



## Price Guide

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Celica GT	85-90	4250	2800	1400	800	1998	130	
Celica GT-Four	86-90	6500	4500	2250	1200	1998	135	
MR2	84-90	8000	5500	2250	1000	1587	124	
MR2 Mk2	90-99	5000	3500	1650	600	1998	137	
Supra	86-93	12,000	8000	3750	1750	2954	135	
Supra Turbo	88-92	17,500	12,000	5750	2500	2954	142	
Supra Turbo	93-02	21,000	15,000	7750	4000	2997	156	
Sera	90-95	3950	2500	1100	500	1496	120	

TRIDENT								
			Trident Car Club (020 8644 9029)					
Clipper V8	67-78	31,500	24,000	12,500	7000	4727	140	

TRIUMPH	Club Triumph (020 8351 9544), TR Register (01235 818866), TR Drivers' Club (01452 614234), Stag Club (07071 224245), Sports Six Club (01858 434424)						
Roadster 1800/2000	46-49	30,000	22,500	15,000	7500	2088	77
1800/2000/Renown	46-54	9500	6750	3000	1600	2088	74
Mayflower	50-53	5500	3400	1650	750	1247	65
TR2	53-55	36,500	28,500	18,000	10,000	1991	107
TR3/3A 2.0/2.2	55-61	34,000	25,000	14,000	7750	1991	106
TR4	61-65	30,000	21,000	11,500	6500	2138	109
TR4A	64-67	35,000	23,000	12,500	7000	2138	110 ▲
TR5 PI	67-68	50,000	38,500	26,500	17,500	2498	121
TR6 'CP'	69-73	26,000	17,500	10,000	5500	2498	119
TR6 'CR'	73-76	22,000	15,000	8750	4900	2498	116
TR7	75-81	5000	3100	1200	550	1998	110
TR7 convertible	80-81	6500	4500	2000	850	1998	109
TR8	78-81	10,000	6500	3750	2000	3528	135
TR8 convertible	80-81	12,000	9000	5500	2500	3528	130
Herald/S saloon	59-64	6000	3850	1700	850	1147	76
Herald coupé	59-64	7500	5250	2500	1250	948	79
Herald conv	60-61	8500	5850	2500	1250	948	79 ▲
Herald 1200	61-70	5750	3500	1400	700	1147	80
Herald 1200 conv	61-67	8250	5750	2400	1200	1147	80 ▲
Herald 12/50	63-67	6750	4750	1800	950	1147	84
Herald 13/60	67-71	5650	3650	1400	700	1296	87
Herald 13/60 conv	67-71	8000	5500	2300	1200	1296	85 ▲
Vitesse 1600	62-66	7000	4500	2000	950	1596	88
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91
Vitesse 2-litre Mk1	66-68	7250	4750	2250	1000	1998	95
Vitesse Mk1 conv	66-68	11,500	7250	3400	1500	1998	95
Vitesse Mk1	68-71	7500	5000	2400	1000	1998	102
Vitesse Mk1 conv	68-71	15,000	9500	4000	1750	1998	100
Spitfire 4	62-65	19,000	13,000	6250	3000	1147	94
Spitfire Mk2	65-67	17,500	12,000	5500	2500	1147	94
Spitfire Mk3	67-70	12,000	7750	3650	1750	1296	100
Spitfire Mk1V/1500	70-78	8500	5500	2400	1000	1493	101
CT6 Mk1	66-68	22,000	15,000	7500	3200	1998	109
CT6 Mk1	68-70	21,000	14,000	6750	3000	1998	109
CT6 Mk11	70-74	18,500	12,000	5500	2400	1998	112
2000 Mk1	63-69	8000	5750	2750	1300	1998	98 ▲
2000/2500 Mk11	69-77	6500	4750	2250	1000	1998	98 ▲
25PI/2500TC	68-77	7000	5000	2500	1200	2498	107 ▲
2500S	75-77	7750	5500	2750	1350	2498	108 ▲
Stag	70-77	22,000	14,000	6000	2200	2997	117
1300/1500 fwd	65-73	4250	2800	1350	600	1296	86
1300TC fwd	65-70	5000	3250	1700	700	1296	93
Dolomite 1850	72-81	5500	3650	1650	750	1854	100
Dolomite Sprint	73-81	10,000	6500	3000	1400	1998	117
Acclaim	81-84	1850	1200	600	300	1335	97

TUCKER								
			(tuckerclub.org)					
Torpedo	48	1.35m	1.15m	1m	n/a	5474	120	

TURNER								
			Turner Register (01855 256793)					
803/950 Sports	55-59	12,500	9000	5500	2000	948	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,500	12,500	7500	3500	1498	100	

TVR								
			TVR Car Club (01852 82226)					
Grantura I-1800S	57-67	35,000	26,000	16,500	10,000	107		
Griffith 200/400	63-65	95,000	75,000	50,000	37,500	4727	155	
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125	
Vixen SI-4	67-73	25,000	18,500	13,000	8750	1599	107	
1600M	72-77	20,000	14,500	8500	5250	1599	105	
2500M	72-77	19,000	14,000	8750	5500	2498	109	
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121	
3000S convertible	78-79	27,500	18,000	11,000	7000	2994	119	
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126	
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136	
V8/350i convertible	83-89	10,000	6250	3400	2000	3528	130	
400/450SE	88-91	11,500	8750	6250	4250	4441	155	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	11,500	8750	6250	4250	4441	155	
S 2.8/2.9	86-92	8000	5750	3250	1750	2922	141	
V8S	91-94	15,000	11,500	7500	4750	3943	150	
Griffith 4.0/4.3	91-93	14,750	12,000	8750	6000	4228	161	
Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	14,500	11,250	7000	4500	3950	152	
Chimaera 450/500	96-03	15,750	12,250	8750	6600	4988	162	
Cerbera 4.2	96-03	21,000	16,000	10,000	7000	4280	180	
Cerbera 4.5	97-03	26,000	22,000	18,000	15,000	4441	195	
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170	
Tuscan Speed Six	99-05	27,500	24,000	19,500	15,000	3996	184	
Tamora	02-06	22,500	18,250	15,500	12,000	3605	160	
T350	02-06	28,000	24,500	20,000	15,000	3605	175	
Sagaris	04-06	69,000	60,000	50,000	n/a	3996	185	

VANDEN PLAS								
			VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS					
4-litre Princess	57-68	13,000	9000	4000	2000	3995	89	
3-litre I/II	59-64	12,000	8250	3750	1600	2912	105	
4-litre R	64-68	15,000	10,000	4250	1800	3909	110	
Princess 1100/1300	63-74	6750	4400	2000	1000	1275	87	
1500/1517	74-80	4500	3000	1400	700	1748	90	

VAUXHALL								
			Vauxhall-Opel Drivers' Club (01362 692020), Droop Snoot Grp (0118 981 5238)					
Wyvern/Velox L sal	48-51	8500	6000	2750	1400	2275	75	
Wyvern/Velox E	51-57	12,000	9000	3400	1600	2262	82	
Cresta E	54-57	13,500	9250	4500	2000	2262	84	
Velox/Cresta PA	57-62	20,000	14,000	6000	2500	2651	94	
Victor F	57-61	7000	4750	2250	1000	1507	74	
Victor FB	61-64	4500	3250	1650	850	1594	77	
VX4/90 FB	61-64	7000	4750	2300	1100	1507	88	
Velox/Cresta PB	62-65	6000	4250	2000	850	2651	94	
Victor 101 FC	64-67	4000	2750	1400	700	1594	83	
VX4/90 FC	64-67	6750	4500	2200	1000	1594	89	
Cresta PC/Viscount	65-72	5750	4000	1950	950	3293	99	
Victor FD 1.6/2.0	67-72	2950	2000	1000	525	1975	95	
VX4/90 FD	69-72	6000	3800	1900	900	1975	98	
Ventura FD	68-72	4750	3100	1500	750	3294	105	
Victor FE 1.8/2.3	72-78	3250	2000	975	550	2279	100	
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventura FE	72-76	4000	2400	1200	700	3294	106	
Viva HA	63-66	5800	4000	2000	1000	1057	76	
Viva HB	66-70	5700	3850	1900	900	1159	82	
Viva Brabham HB	67-68	6500	4500	2250	1250	1159	90	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5500	3500	1750	800	1256	83	
Firenza/Magnum	72-78	6500	4650	2200	1100	VAR	100	
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	19,500	15,000	11,000	7000	2279	117	

NE GUIDE	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale					cc	Top speed	Price change
			Concours/ Dealer	Mint	Good	Rough				
		Chevette HSR	79-80	40,000	32,000	20,000	15,000	2279	125	
		Astra CTE Mki	83-84	12,000	8500	5000	3750	1796	110	
		Astra GTE MkII	84-91	8000	6000	3000	1600	1998	134	
		VX220	00-05	14,000	10,000	7250	5000	2198	137	
		VX220 Turbo	03-05	16,500	13,000	10,500	9000	1998	151	